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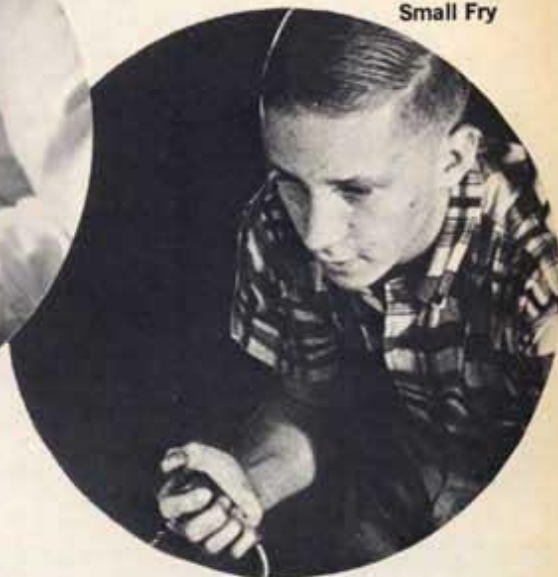
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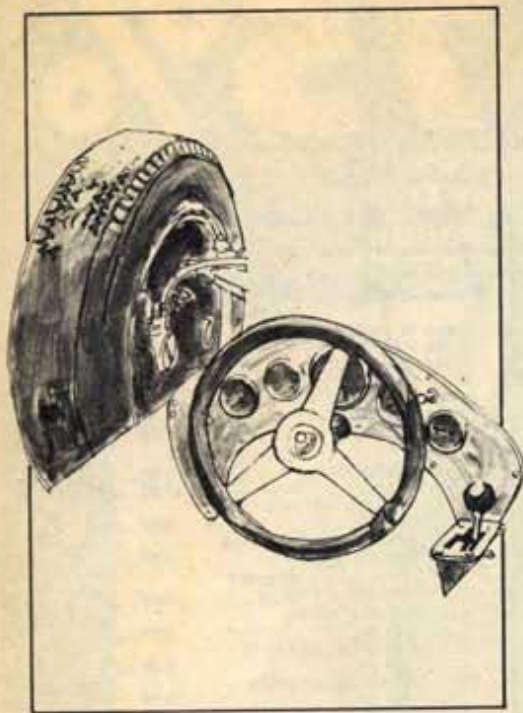
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# MODEL CAR & SCIENCE

Volume 5, Number 12

December, 1967

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**ON THE COVER** — The "Space Queen" (see page 46) heads into the unknown reaches of our galaxy, while life on land and sea goes on as usual. Our multi-subject cover reflects our new "all models are great" format.

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# model mail



## CANNOT OBTAIN OUR PARTS

My son and I take your magazine regularly and we really enjoy it. We do wish we could get some of the parts featured in your articles. The American parts are much higher here if they are even available.

Congrats on a good mag, keep up the good work, and let's have some more ideas to try out.

Alan S. Hawley

Clifton Estate, Nottingham  
England

Your comment "ideas to try out" pretty well describes our position, Mr. Hawley. We present our articles in the hope that they will inspire our readers to modify or adapt the parts they have, using parts that are readily available at their local dealers, to fit similar projects of their own. There are a number of excellent parts available in England, not exported to our country, that will fit well in most of the project cars our writers describe.

## CLEAR PLASTIC BODY MOUNTING

I'm new to slot racing. I just bought a clear plastic Volkswagen body to mount on my Cox 1/24 scale chassis in place of the original Ford GT body. There doesn't seem to be any way to mount the VW body. The old Ford GT body had little mounts for screws inside it, but the clear plastic VW has no mounts. Your mag is tops!

Louis Hedges  
Durham, N.C.

Many of our past articles have suggested methods of mounting clear bodies. One of the best methods, when you are fitting a new body to a kit car, is to cut the old mounting posts from the solid plastic body and cement them inside the clear plastic body using Pactra's "Body Patch" cement.

## CARB DETAIL TIP

I have a tip that is an improvement over the usual aluminum tube intake stacks on both rods and sports/GP cars as well. Use Perfect brand #236 bronze "lead out" eyelets for 1/2A model airplanes. These are sold in packages of 2 for 15¢, so they are not cheap, but they are almost perfect scale for the final concours touch.

I'd like to see an article on stringing brake lines and wiring on display model cars.

Ross Clarke

Montreal, Quebec, Canada

## THINGIE LOVERS, UNITE

I enjoy MC&S more than any other. The best part is "Word From the Pit" by Speedy Gonzales. It never ceases to have interesting and informative articles in it.

Your magazine does not have enough articles on building real fast "thingies," which, as you know, rule in the speed department. On our track we have special nights for scale cars, other nights for stock kit cars, and others for the really fast thingies. This makes racing fair for the slower scale cars.

Phil McLain

Dayton, Ohio

You'll be happy to see that friend Speedy has returned to our fold. We certainly agree that thingie cars should race in classes by themselves.

## CUSTOM BODY PUTTY

If you have difficulty using or finding the model body putty recommended in some MC&S articles, try the type I have found to be just as good. Most hardware stores and some automotive parts shops carry a product called "Duro Plastic Aluminum." It works just as

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well as model body putty for me.

Al Hibinski

Erie, Penn.

*Good tip, Al. The aluminum gives epoxy-like putty strength and body without weight. Makes a good filler for use on motorized slot cars as well.*

## ROCKETS FOREVER

Let's have more of those articles on model rockets. Everyone says we're in the "Space Age," but you're the first model magazine I've seen that recognizes the fact that space-craft make really boss models.

John Martin

New Orleans, La.

The article in the September issue on model rockets was the best thing ever. How do you build one like those in the photos?

Gary Smith

San Francisco, Calif.

*We hereby promise more articles on the sport of model rocketry, fellas.*

## WANTS MORE TYPES OF MODELS

Your "new" MC&S magazine is supposed to show ALL types of models, but I have yet to see anything on the neat military tanks, guns, and other miniature weapons. Also, how about an article on model sailing ships like the Mayflower, etc.?

Phil Richardson

Dallas, Texas

Unfortunately, Phil, we can only use a limited number of articles in each issue. We well realize that there are dozens of different types of models you readers want to see in MC&S. Many of our more recent articles including the ones on display model planes, rockets, and R/C sail boats were the result of many of our readers writing in requesting their own special preferences. Let's hear from the rest of you out there. How about metal soldiers? motorcycles? Naval warships? or, YOU name it!

## "CRYSTAL BALL" LOOK AT MC&S

If I knew your mag would continue to run stories about detailing model boats and airplanes, I'd subscribe.

Tom O'Brian

Chicago, Illinois

Now that you guys have had stories about boats, trains, planes, and rockets you can forget them and give us regular readers the all-car articles we all want.

Carl Johnson

Miami, Florida

Please, you feature cars on your cover, but almost everything but them inside. I buy your book to find out more about building prize-winning car models. Drop that other stuff. O.K.?

Bob Miller

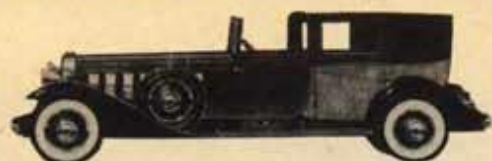
Dayton, Ohio

We are amazed at the number of letters we have received praising or "knocking" the new "all-model" magazine Model Car & Science. We've said it before, and we'll say it again: MC&S will continue to feature the very best in model car ideas for both display and racing because our readers are MOST interested in this segment of the model hobby. We will NOT ignore the other types of models our readers want to see, so, ALL issues of MC&S will include other types of models.

We can't promise which issues will feature planes, or boats, or rockets, or model railroads, but we will have as many different kinds of models in each issue as we can without squeezing out the cars.

MC&S will continue as the very best model car magazine by ultra-careful selection of only the absolute best model car ideas. MC&S will also continue as the only monthly magazine to feature ALL types of models. And, again, keep those letters coming so we'll know what YOU want to see.





BY **JO-HAN**



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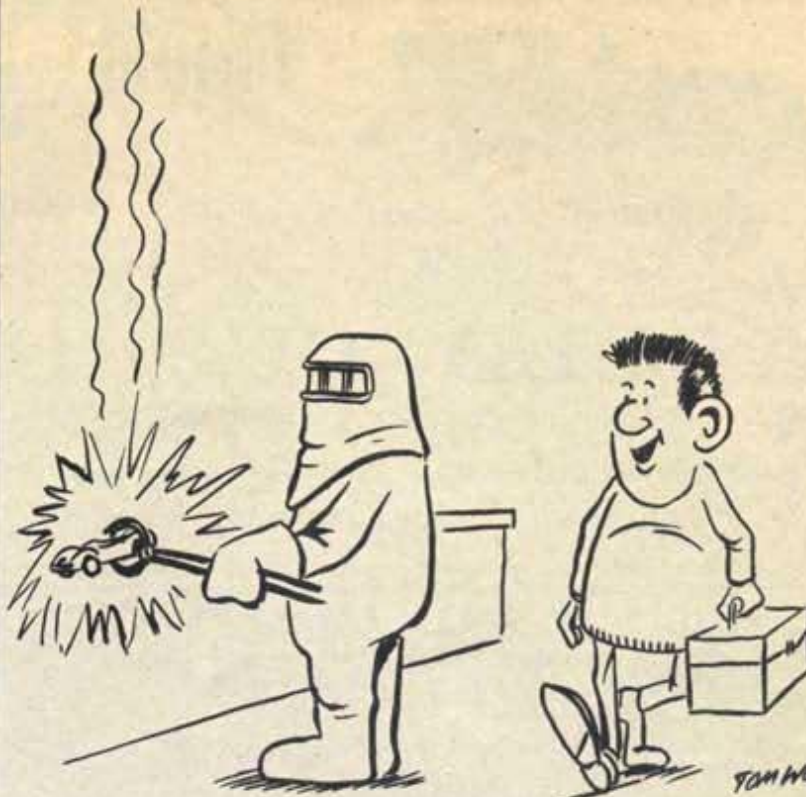
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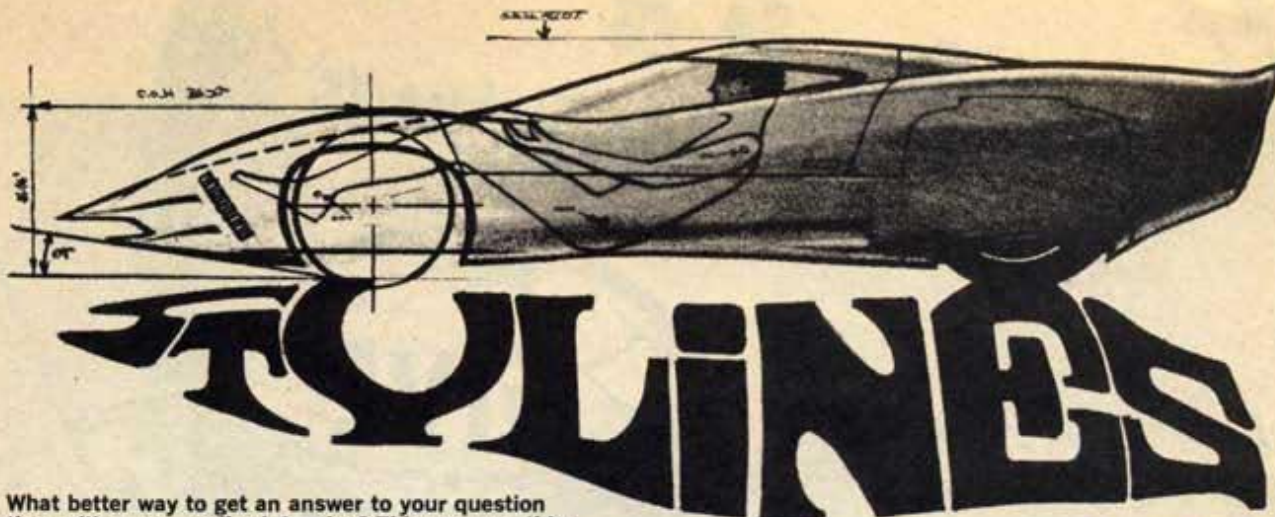
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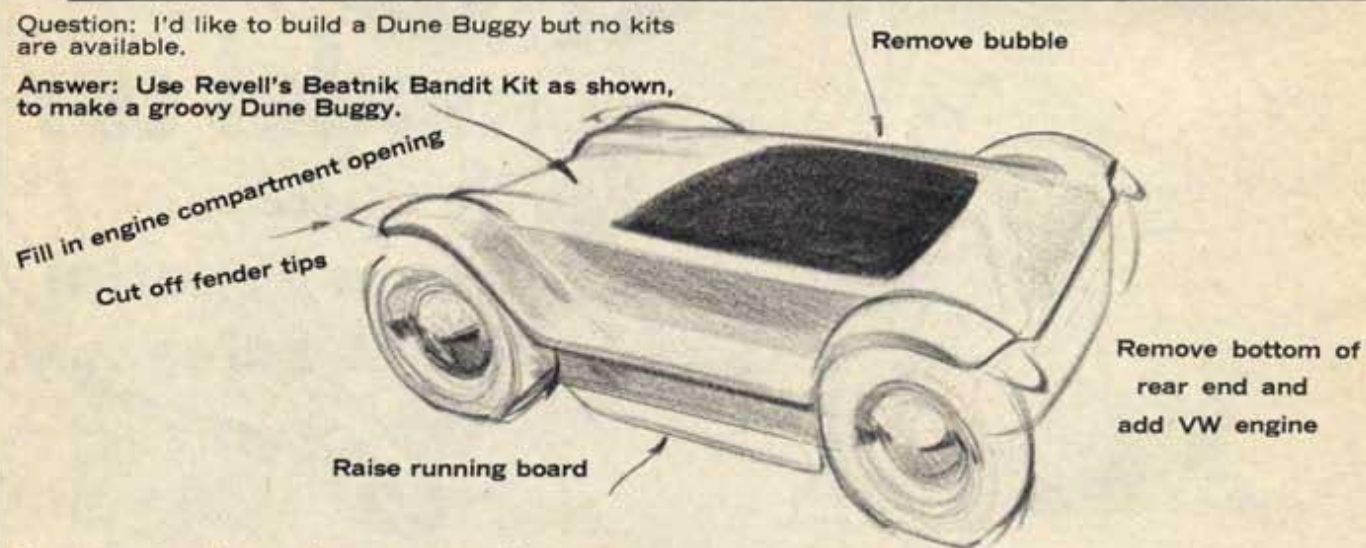


**What better way to get an answer to your question than with a personalized drawing? This new monthly feature shows you the answer to your question.**

**By Harry Bradley**

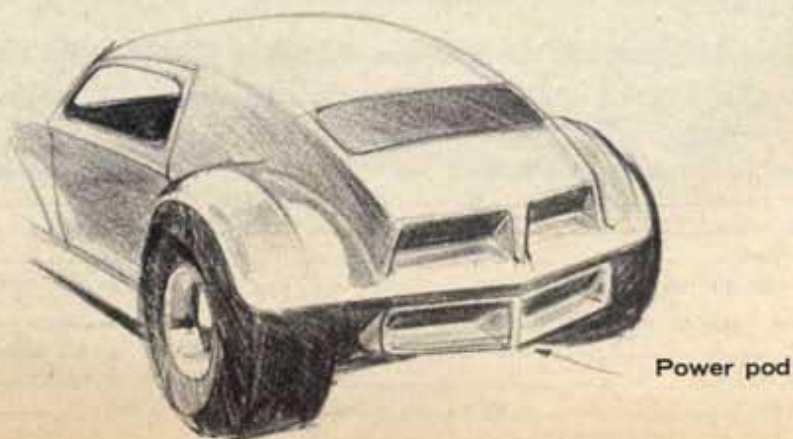
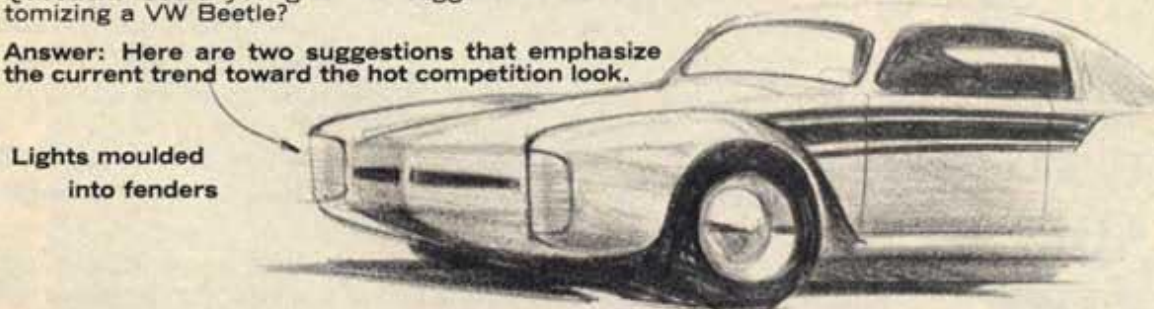
**Question:** I'd like to build a Dune Buggy but no kits are available.

**Answer:** Use Revell's Beatnik Bandit Kit as shown, to make a groovy Dune Buggy.



**Question:** Could you give me suggestions on customizing a VW Beetle?

**Answer:** Here are two suggestions that emphasize the current trend toward the hot competition look.





Question: Is the Mako Shark Kit useable to make a '68 Corvette Stingray?

Answer: MPC's Mako Shark Kit could be modified into a '68 Yette with work. MPC will have a '68 Vette Kit out shortly that's super groovy. Compare styling changes.

Higher Front Fenders

Longer Lower Hood

Steeply Raked Windshield

MAKO SHARK SHOW CAR

Lower Roof Profile

Fastback Roof

Higher Rear Fenders

Rear Spoiler Higher —  
More "V" Across Back End

Question: How would the tunnel-roof look on other cars?

Answer: This wild style can look good on many body styles and its not hard to make if you don't want to take the roof from a kit.

1958 Chevy Impala

1950 Ford



# DRAG STRIP DANDY

*Detailing "The Hairy Olds"*



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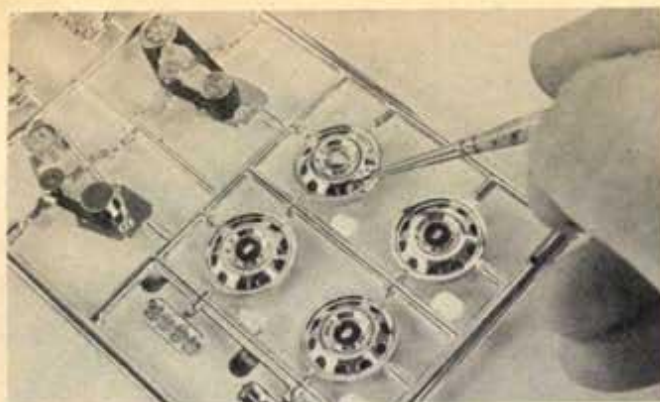
*By Dennis Doty*

Several years ago when the name Hurst was mentioned, you thought of floor shifts. Today that is all changed. When the Hurst name is mentioned, you first think of wild exhibition cars, technically termed "Funny Cars." Their first Funny Car, the "Hemi Under Glass," was

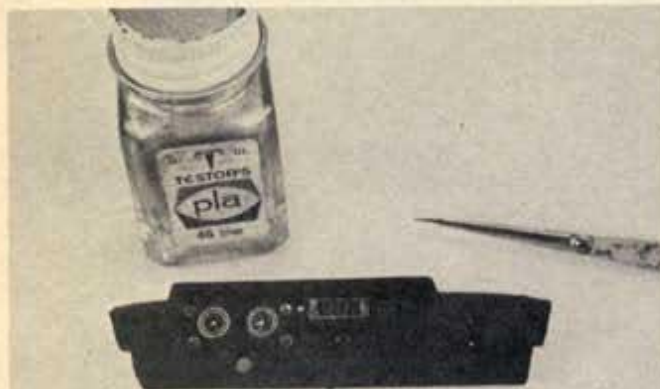
the car that made wheelies the thing to do. It was wild and a real gas to watch it perform.

However, compared to the new Hurst funny car, the Hairy Oldsmobile, the Hemi seems almost tame. The Hairy Olds doesn't do wheel stands, but for sheer excitement, it cannot be topped. With two blown and injected Toronado engines it doesn't have to do wheelies, all it has to do is run. With all-wheel drive and two pairs of

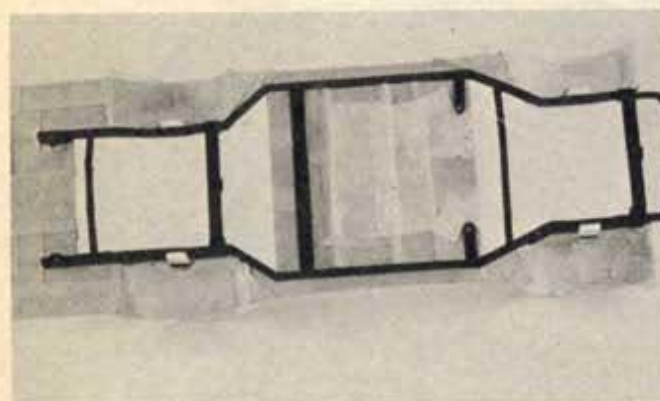




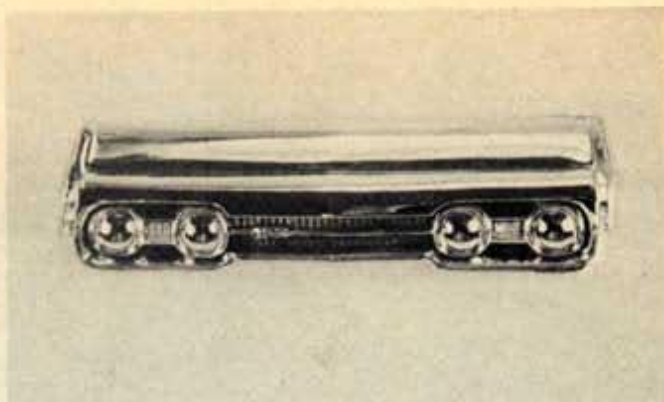
Start the Hairy Olds by painting the indentations in the wheel covers flat black.



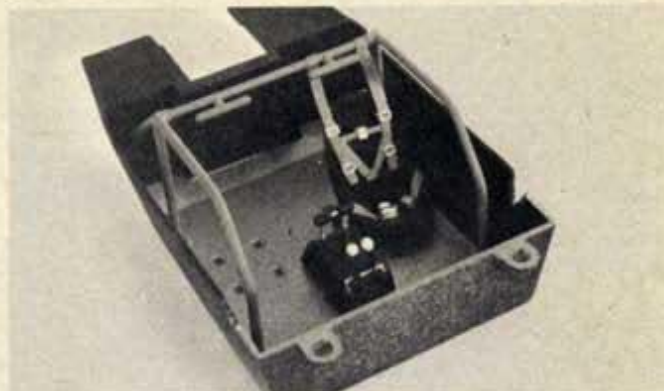
Painting the details on the instrument panel adds so much to the final model.



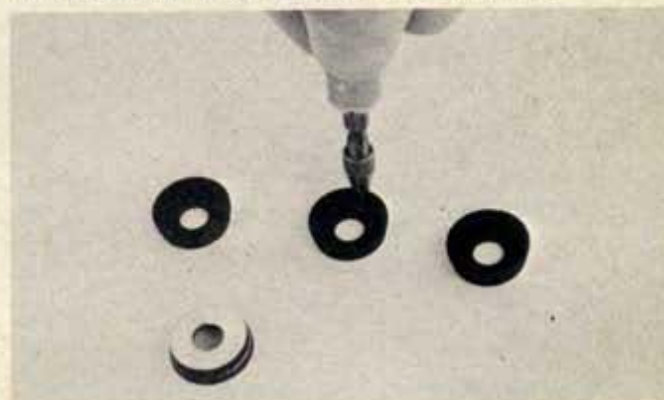
The best way to paint the frame is to mask it off first, then spray paint it.



The grille should also be detailed with flat black paint. See text.



Make a seat belt and shoulder harness from thin vinyl, cloth or anything else that is handy.



Drill a hole in the wheel back for the brake lines. See text.

slicks, it lays down a smoke screen second to no fuel dragster. It is a car that has to be seen to be believed.

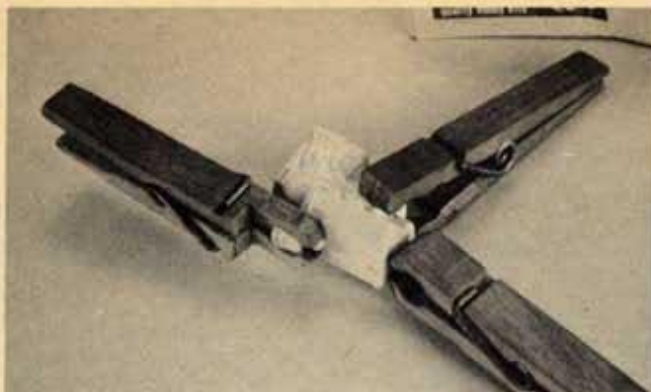
Always on the right track, Monogram Models decided that the Hairy Olds would be a perfect car to base their first Funny Car model on. And I think their choice of this Funny Car was an excellent one, as the real car is so popular, the model should also be very popular. After building one, I know it will

be. The model not only went together easily, but when painted correctly, is impossible to distinguish from the original car. Authenticity and detail, as always, is a stock item with Monogram, and their Hairy Olds leaves very little to be desired. But so much for words of praise, let's get busy building our replica of the Hairy Olds.

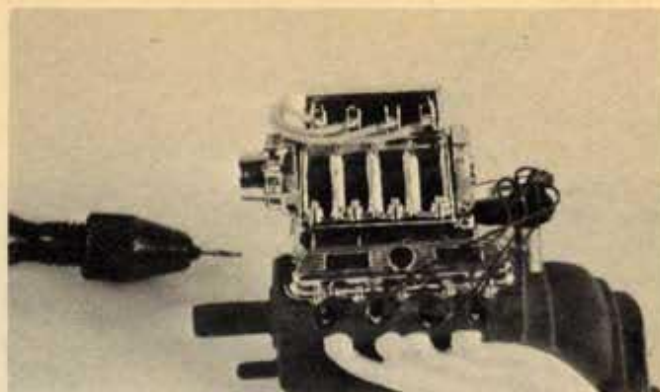
Painting the area between the grill and the holes in the hubcaps flat black is not difficult,

but what method should you use? For most work, I prefer to use unthinned paint, wiping the excess off with a soft cloth. If the paint dries before it can be wiped away, a little wax will remove it. However, this method will not work well for some jobs. Then I use the paint that has been thinned to the consistency of water. This is the only method to use when painting the grill on Monogram's Hairy Olds. Also, flow the thinned paint around

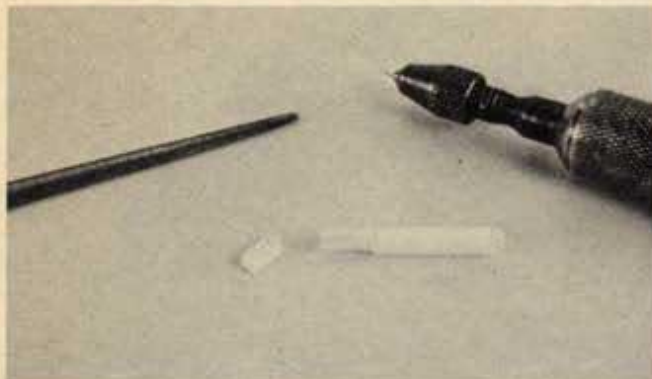




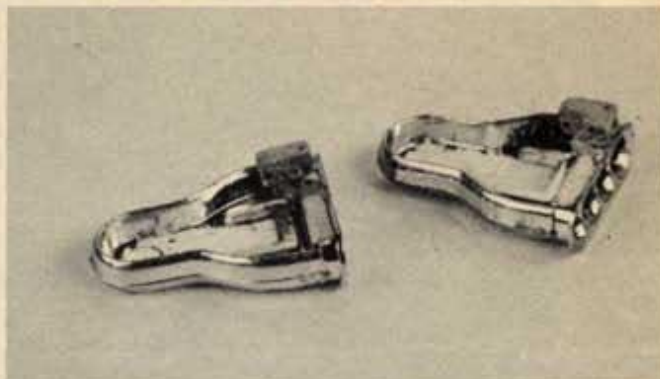
Glue the two engine halves together and clamp them as shown. Refer to the text.



Drill four holes in the side of the injectors. Bend the ends of four wires to a 90° angle and glue them to the injectors.



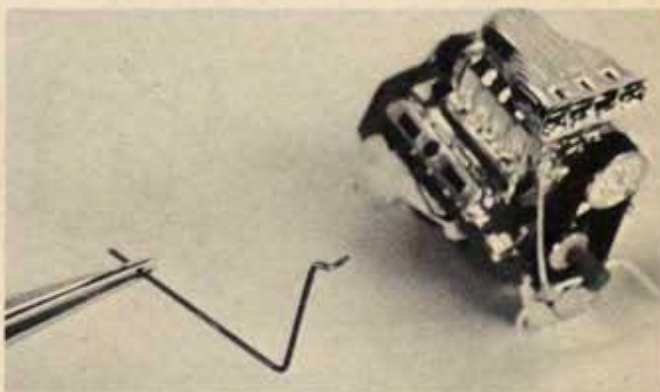
Make two small fuel blocks from the plastic tree. Drill holes as shown.



Glue the fuel blocks to the bug catchers. After the glue has set, glue the units to the injectors.



Add the spark plug wires and fuel lines, and the engines can be installed on the chassis.



Bend up a throttle linkage from wire. Approximate shape is shown here.

the headlight area, using the unthinned paint on the large spaces above and below the turn signals. Use the unthinned paint for all large areas, and the thinned paint where it is impossible to use the unthinned method.

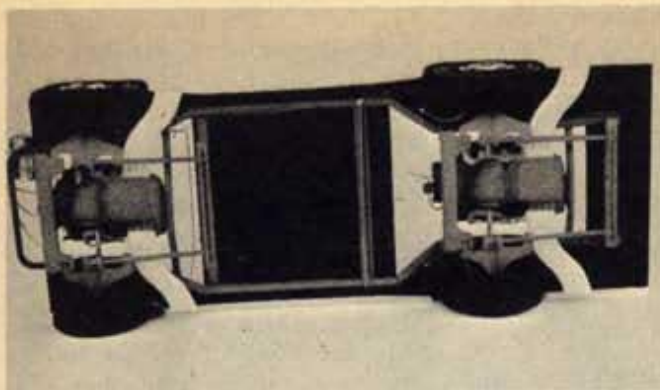
Nothing is more unrealistic than to look at a model that has not had the two engine halves molded together. And if you are careful when you remove the engine from the tree, no body put-

ty will be needed. After the engine has been glued together and the glue dried, sand the seam down. If you used enough glue, no seam should show. Several coats of liquid glue complete the job. Wet sand after the liquid glue has dried, and paint as usual.

I am not going into wiring, the pictures should explain most everything. Also check the big car magazines. However, I would like to mention that for the flex-

ible cable for the brake lines, spark plugs, and fuel lines, I use a special wire. About four years ago, I obtained a lot of telephone wire, and since then, I have used it for most everything. The plastic coating can be easily removed, and thus provides not only a thin piece of wire, but a thin hollow plastic tube. I don't know if you can get any old wire from the phone company or not. If you could get several modelers together, it wouldn't

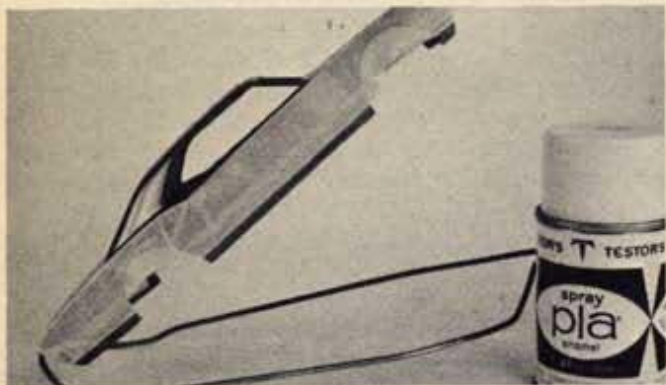




Wiring the braking system is a must for contests, and adds much to a shelf model.



To duplicate the Hairy Olds two tone paint job, first spray on the gold.



After the gold paint has dried for several days, mask off the areas you want left gold, and spray on the gloss black.



After the black has dried, carefully remove the masking tape. Apply the decals, and the model can be completed per the instruction sheet.



hurt to try. It is the best material I have ever worked with, and a little goes a long way.

When masking off the body for painting the black, it is best to use pin striping tape for the sharp lines, and masking tape to finish covering the gold. I find you get a much sharper line with the pin striping, and it will take a curve better. But remember, make sure the tape is pressed down good, or the black paint will seep under it. If this

happens, you may be able to clean up the edges with black pin striping tape. The gold paint must be thoroughly dry before you tape it off to paint on the black.

One thing I didn't add to my model is an opening hood. If you wish to add one to yours, all you need is a razor and micro saw. The lines are mostly straight, and it would be no trouble to cut the hood out. If you don't want to hinge it, just glue several

small strips of plastic to the inside of the body, extended into the opening just enough to support the hood.

That is about it. With this bit of super detailing, along with following the instructions carefully, your Monogram replica of Hurst's Hairy Olds will be just as much a crowd pleaser as the full sized Hairy Olds. Let's also hope that this is just the first Funny Car of many to come from Monogram.



Remember the famed "Hemi Under Glass?" It was a Barracuda that just "wouldn't quit." Well, the builders of that machine have a brand new "child" out now.

Jack "Shifty Doctor" Watson has done it again. He created the goingest four-wheel drive machine to hit the drag strips in a long time.

Jack, famous for his "way out" Funny Car creations, crammed two blown, fuel-injected 425 Toronado engines into a lightweight chassis, routed the power from the engines via chain drives, Turbo-hydraulics, Olds planetary differentials and ball spline drive shafts, and came up with a combination that is really a sight to see and

... hear! The last time I saw this car perform, I stood near the finish line and when it roared by, the noise and vibration was so terrific that I could literally feel my eyeballs bounce around in their sockets.

The car has an engine over each axle, the rear one facing backwards. Since a four-wheel drive machine needs no weight transfer when it comes off the line this car is built low. The weight distribution is approximately 56% front, 44% rear when it is standing and, 50/50 when it comes out of the "hole." The car cost Hurst thousands of dollars to build but you can have a working replica for less than a tankful of gas. Monogram, possibly the world's most famous



*After the "Hemi Under Glass," what?  
Try this simple shelf-to-slot project  
on the latest goodie from Monogram.*

# HURST'S "HAIRY OLDS"





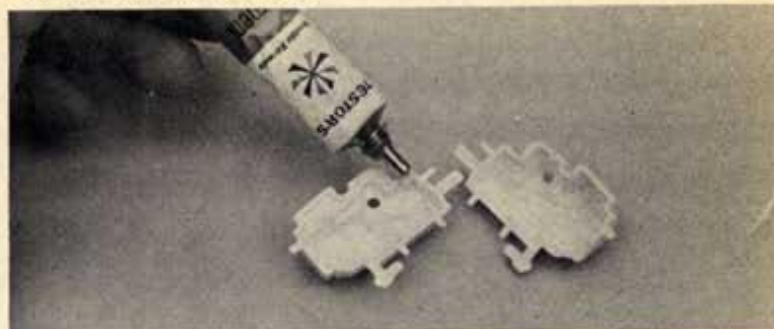
A few simple tools are all that are needed to assemble this fabulous car.



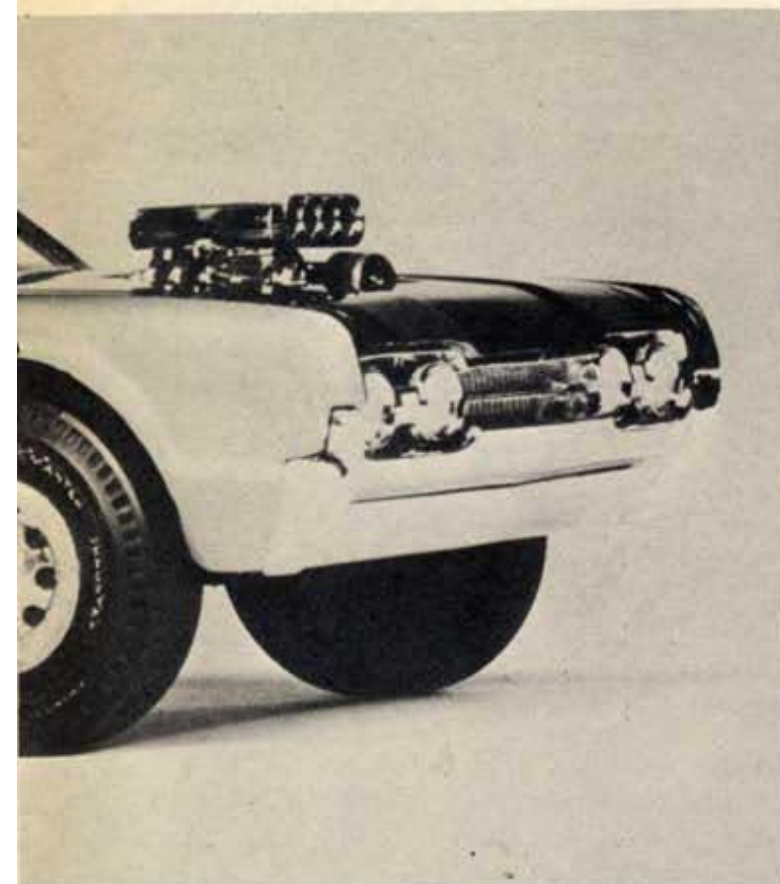
When you are satisfied with the detail, cement the "cabin" under the body.



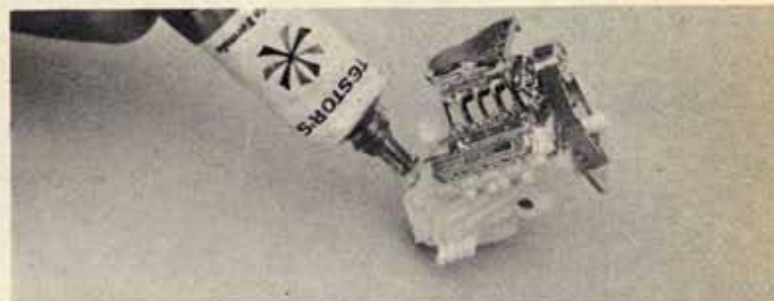
The cost of this kit is a mere \$2.00. Let's transform it into a "Goin' Bomb."



Cementing the engine components is easy if you apply cement evenly and sparingly.



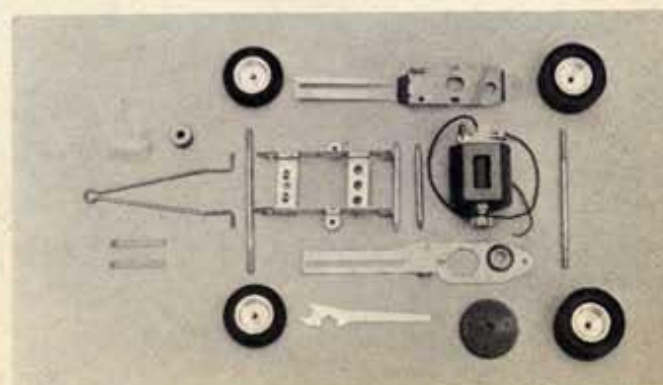
The chromed components cannot be cemented unless you first scrape off the chrome from points of attachment.



Each engine is assembled exactly the same. Do not detail the bottom ends.

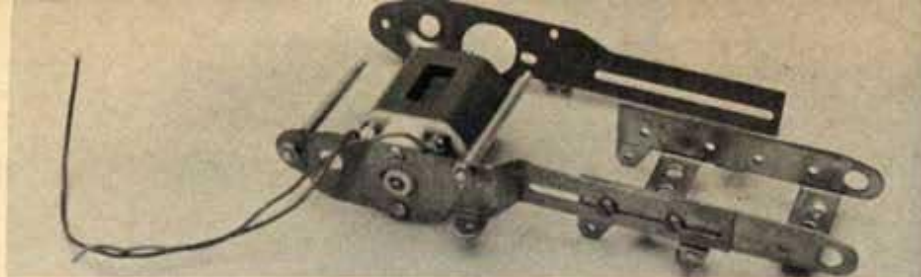


Assemble the passenger compartment and paint the dashboard and seats with Testor's paint.

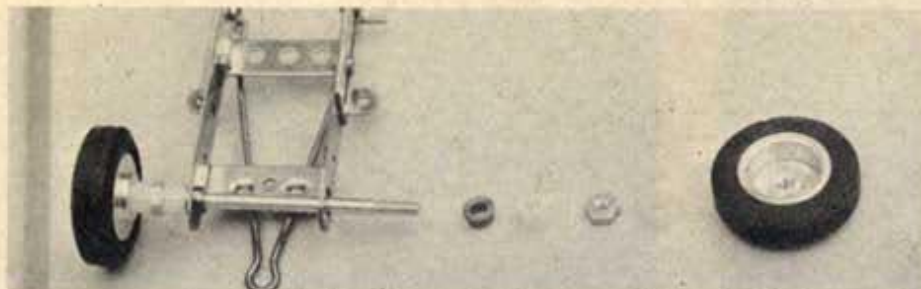


Now it is time to work on the chassis. Use Monogram chassis #SR 1608 with a good quality motor such as Monogram SR 1406.

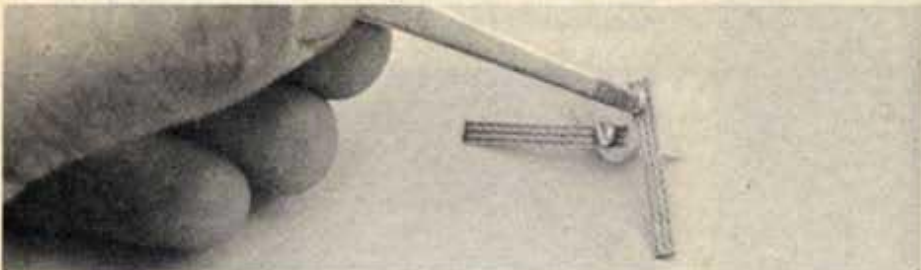




The chassis has to be extended completely to achieve the long wheelbase of the Olds.



Notice how a plastic spacer is inserted between the wheel and jamnut. They never come loose.



Inserting the self-tapping screws into the flag is not difficult if you have patience.

model car manufacturer for their detailed models, have just released a 1/24 scale static model of the Hairy Oldsmobile and it just seemed a "natural" for conversion to slot racing.

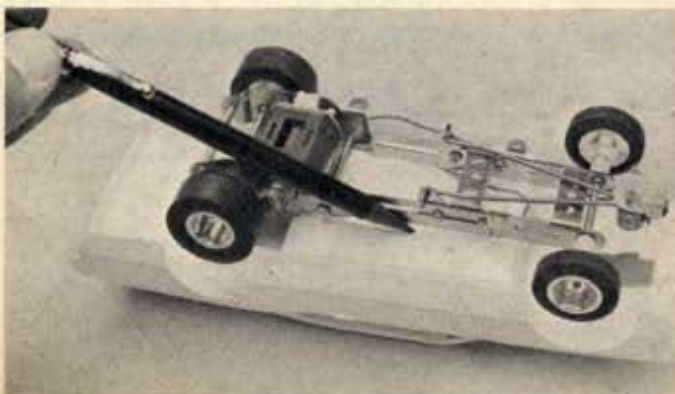
First, I assembled the passenger compartment and painted the seats. I did not use the chassis and running components (i.e. the wheels, axles, etc.) in order to save weight, and to make room for the working components. I did not use the windshield either, in order to make the center of gravity as low as possible. The front and rear bumpers were carefully cemented in with Testor's cement, after the chrome plating was scraped off, of course. The two plastic engines were assembled according to the instructions and when the cement had dried good and hard, I cut the bottom parts off with an X-Acto saw just below the level of the valve covers. The dummy engines were then cemented under the hood and the rear deck. By the way, on the plastic model the engines face forward but unless you are a



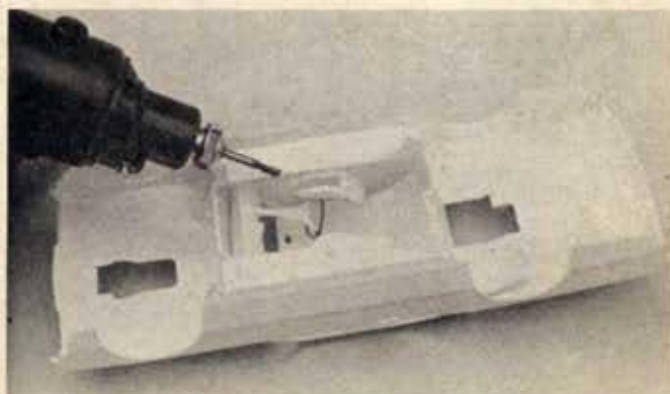
Use a pin to comb out the end strands of the pickup braid to maintain good contact with the track.



A properly adjusted pickup braid looks like this from the side.



With the chassis completed, put it on top of the passenger compartment and mark off areas that have to be cut out.



I used a Dremel Moto-Tool but you can do this job with a saw and knife, if you have time. Trim edges carefully.



perfectionist this is quite O.K.

At this point assemble the chassis, which is Monogram's Part No. SR 1608. This is the chassis that is used in the two-for-one" combination kits. Other similar 1/24 scale chassis could be used also but I happened to choose this particular one because it was simple, performed well and fits the body like a glove.

It was necessary to cut out the center of the passenger compartment floor to make room for the chassis members. I used a Dremel Moto-Tool, but an ordinary X-Acto knife will do the trick. The body is held to the chassis with 5/16 wide metal strips, bolted to the chassis, with self-tapping screws holding it to the body from below and on the sides.

This project took about 4 hours to complete. Study the pictures and *think* before you cut. You save that way, too.

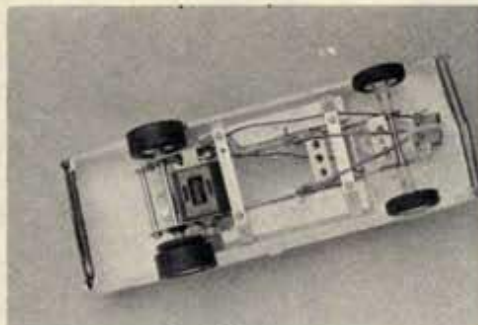
The car performs very well on the track and the fantastic Monogram detail will bring home the Concourse trophies too!



By now the glue (engine) should be quite dry. Cut off the bottom ends exactly as shown.



Cement the dummy engines under the body securely with a good plastic cement.



The chassis should fit well under the body without the wheels binding. Note the body mounting metal straps.



For complete realism I used a Cox driver painted with realistic colors. "He" can be inserted into the cockpit later on.



Almost there, but before we try the Olds, decals have to be added to complete the picture.



And here it comes, breathing fire and belching smoke. The fantastic Monogram shelf-to-slot Hurst Hairy Oldsmobile!





## RIDE THE "HIGH RAIL"

To most, the excitement of being an empire builder in the spirit of the pioneer moguls who engineered and planned the links of transportation of humanity and commodity across the land, is what "railroading" is all about. The payoff is in the pure satisfaction and enjoyment of the many phases it offers. Take your pick of operation, scenery, trackwork, realism, electronic gadgetry, club activity, or whatever.

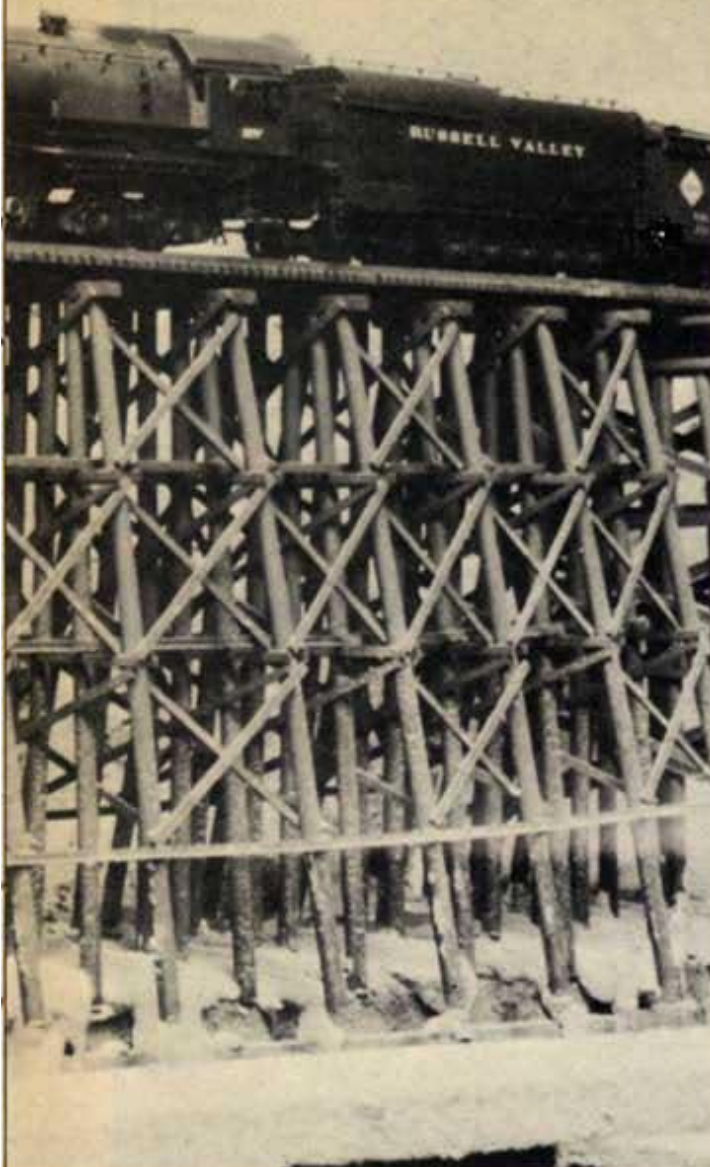
A seasoned modeler may opt for a miniature railroad of the glory years of real railroads, between 1900 and 1930, or he may

want to go ultra-modern in the style of the railroad's current efforts to improve efficiency thru the use of diesel power and super-size freight cars. Still, the basic thrill of overcoming all obstacles of finance and construction to see one's own train snaking thru a long curve, across spindly bridges, thru tunnels and vast yards of cars is the real motive and inspiration underlying the enjoyable efforts of building.

One of the real attributes of the hobby is that the "railroad" need never really be finished.

There is always the challenge of adding improvements, or branch lines, or yards, or just detailing and improving what has already been completed. Add to this the fun of running trains so they act and function like real ones. Imagine a "hot shot" freight booming across the miniature landscape, or that night mail train, or a tiny "peddler" freight jostling cars from sidings along the main tracks, or a tiny switcher making up trains in the yards. Trains are a source of endless fascination as you discover why they do what they do AND watch





Not all model railroads start with a simple oval of track and a short train, but about 99 out of 100 likely do.



One of the day dreams of the modeler bitten with the "railroad bug" is a yard about the size of this one under construction at the Echo Canyon club in L.A.

If you've never been exposed to model railroading, you've missed out on one of the most satisfying hobby pastimes in existence. Here's what it's all about.

these maneuvers duplicated with your own models, under your control, on your "created" segment of geography.

At the present, most of the equipment that is available in either O-Scale, S-Scale, or N-scale is of the ready-to-run variety. The prices for these are, however, in about the same range as for the most popular scale, HO, with the exception of the hand-crafted brass locomotives from Japan in O-scale which run into the \$125 to \$300 range.

At present, HO-scale offers

about *ten-times* the number of different locomotives, cars, track items, buildings, or whatever; so, if the rare and unusual in railroading are of prime interest you're better off sticking to HO. The other scales offer wide enough selection for most, with the tiniest, N-scale, providing more items each month. In fairness, N-scale is the newest size, and if accepted as well as most anticipate, there should be almost as wide a choice as in HO-scale within a few years. Since we're on the subject of scale, it is a very good idea to

investigate each of the popular scales, O, S, HO, and N, to see which appeals most to you. Some feel the larger a model is, the more realistic it is, and they select the largest sizes, O or S. Others feel that it is more satisfying to have broad curves and long trains in their given space, and select the smaller scales, N or HO. O-Scale is reduced to 1/48th the size of the real trains, S-scale to 1/60th, HO-scale to 1/87, and N-Scale to 1/160th.

Remember though, that the size of model is a relative thing. An HO-scale boxcar seems small

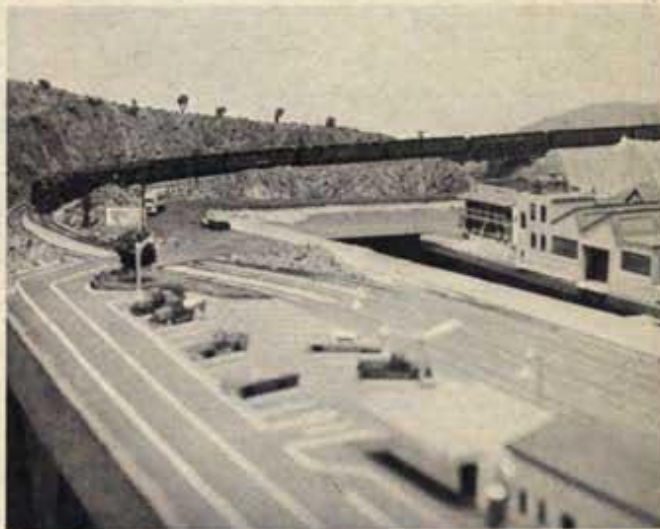




The size of a model railroad locomotive can be deceptive. This tiny item is one of the latest in 1/160 scale N-gauge trains that are hitting the stores in waves this year.



A huge, smoke-belching, steam locomotive slowly slips its 200 tons of weight onto a spidery wooden trestle — a sight you can have on your own layout with modern kits and ready-to-run locomotives. This is HO.

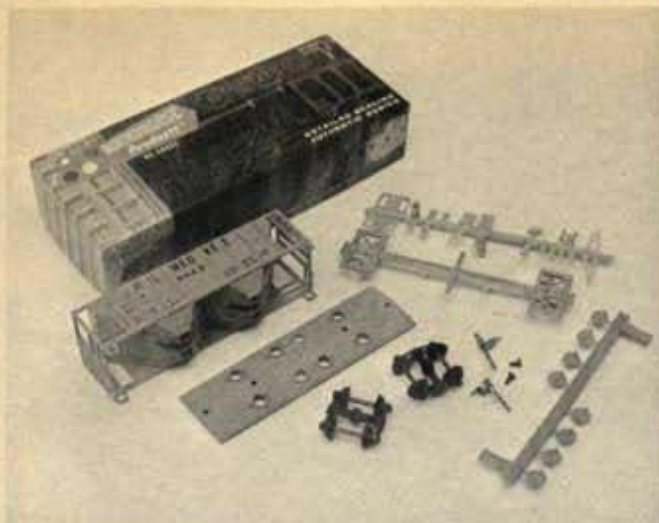


A common sight in the 1930's and 40's, the steam-powered passenger and mail trains of dark green cars, are only history today, yet somehow they're more exciting than any slick and shiny streamliner. This on the HO scale Echo Canyon club track.

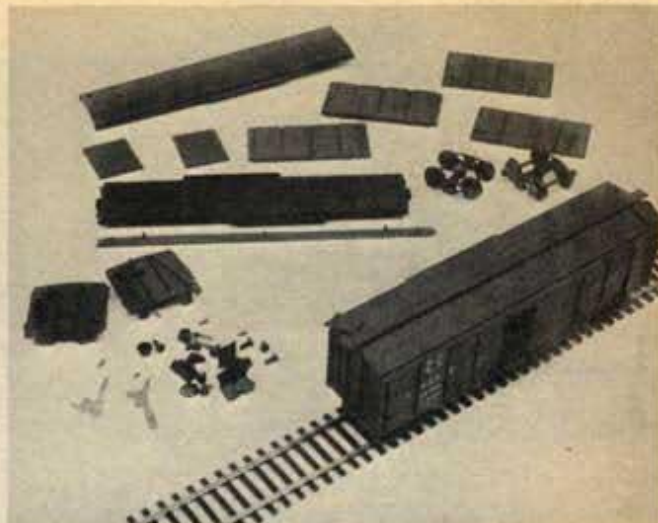


To many, the spirit of the railroads was diluted when they entered trucking as well as train transportation. Note that this HO model truck is lettered for the same model railroad as the engine.

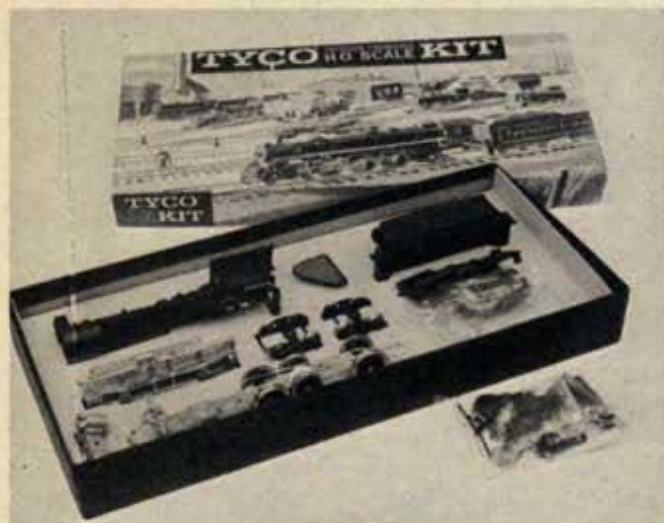




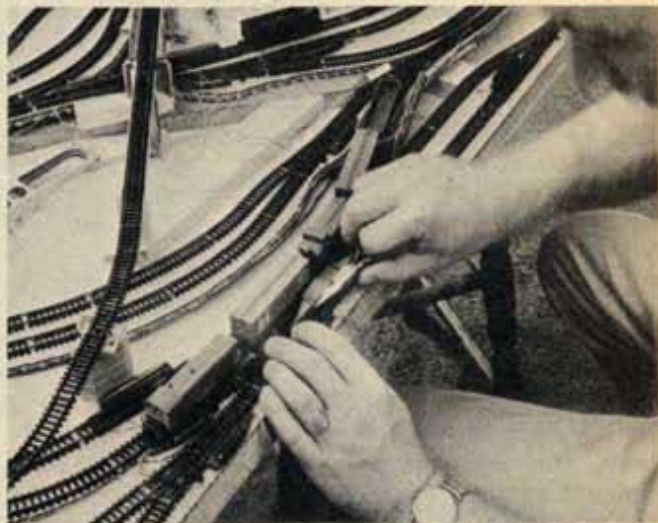
The most fun-per-dollar is derived from constructing model railroad equipment for yourself. A kit like this cement hopper by MDC costs only \$2.29, takes only a few hours to assemble. Scale is HO.



More complex kits feature some rather unique models. This unusual sectional wood sheath box car by MDC is all-metal with lettering in dry-transfer form. HO scale \$5.50.



Almost any equipment you want is available in ready-to-run form, but for more building enjoyment and less dollars, try the kits. This Tyco "ten wheeler" locomotive kit in HO sells for \$19.98 ready-to-run but only \$13.98 in the kit as shown.



Given a bit of experience in model building thru kits, plus a bit of reading in the model railroading books, and the ultimate in modeling — your own railroad — is easy.

when compared to one in O-scale, but huge when compared to an N-scale car. This is one reason why you should try to compare each scale to the other before investing in the hobby. Other reasons for a choice of scale will include the amount of visible detail, the selection available, and the amount of space you can afford.

The selection of the space for a model railroad is no longer the problem it used to be. A 2 foot x 4 foot area is ample for a really nice N-scale layout or a small yard or industrial area in HO. A layout this small can be slid under a bed or placed in a closet, so that even apartment dwellers

can have a go at miniature railroading. Sometimes space can be negotiated across the top of a bookshelf for a "yard." Many pleasurable hours can be spent making up trains for imagined trips over the mainline, then breaking them up and assorting the cars into the yard trackage — all by remote control with a miniature switch engine. This type of layout provides a testing ground for ideas and plans for that "empire" that you'd like to have someday.

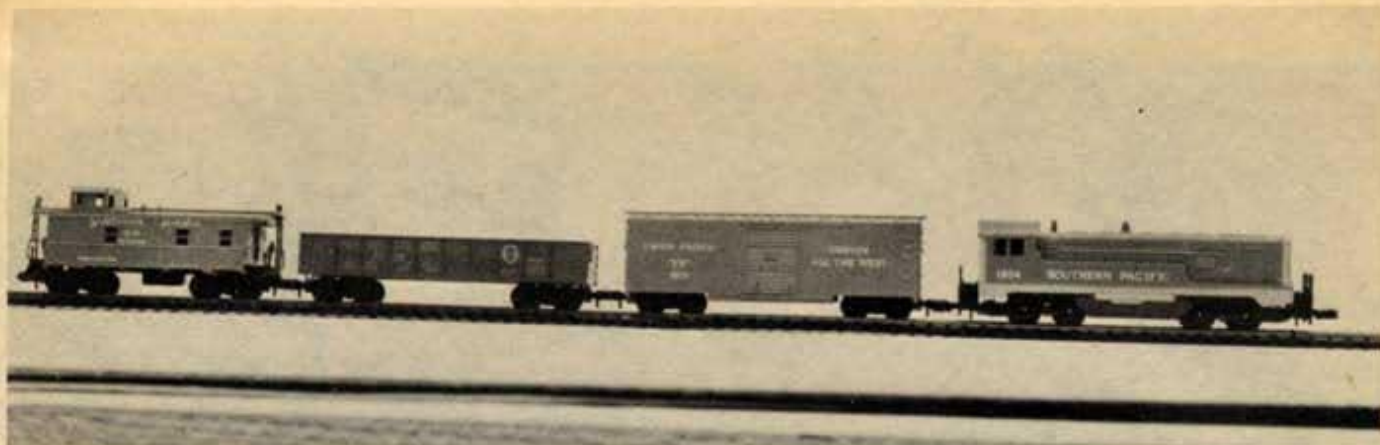
Apartment dwellers can negotiate for a model railroad "right-of-way" in about a 4 foot x 8 foot area by building a cabinet so the layout will fold up into

the wall, or perhaps hanging on ropes above the car in the garage to be lowered onto sawhorses or other temporary legs for operation. In the 4 x 8 space, any scale layout (O, S, HO, or N) can be accommodated. Naturally, if you can negotiate for half (or all) of a two car garage, or an attic, or basement, or spare room, then so much the better!

Your local hobby shop or library can provide books that give detailed track plans for the construction of any size model railroad and future issues of MC&S will give many ideas as well.

One of the real advantages of model railroading is that you can





Starter sets like these N-scale beauties from Revell make it simple to get started in the model railroading hobby. Only about 1-1/2 x 2 feet of space are needed for these.

build and operate whenever you wish, but you'll also find that fellow model rails are a friendly lot, willing to share their experience and fun with others. You can often locate other model railroaders thru your local hobby dealer. A polite and courteous visitor is usually welcome at most home layouts, if an appointment is made a few days in advance. The National Model Railroad Association (NMRA) maintains a bi-annual handbook listing the addresses of its members, the scale preferred, the amount of track operated, and if the member's layout has scenery.

Club layouts are also listed.

The NMRA also provides data sheets to members which are a sort of textbook on the many aspects of the hobby, plus a complete list of standards. There are both regional and national conventions with model building contests and films and demonstrations on the latest model building, electrical, and/or operating techniques. Membership includes the yearbook, most data sheets, the list of standards, and the monthly NMRA magazine for a \$5 annual fee. To join, send a check or money order for \$5, together with your scale prefer-

ence and a description of your railroad (if you have one) to the National Model Railroad Association, Dept. MCS, P.O. Box 1328, Station C, Canton, Ohio 44708.

There are over 100,000 serious model railroaders in this country alone. About 1/5 of them are teenagers, and an estimated 2/5 own their own businesses, or are doctors or lawyers. Some, or perhaps all, of the many areas of specialization within the model railroad hobby will interest YOU as well. Why not join us? We'd like to share this most enjoyable and rewarding pastime with even more modelers.



This full-size boxcar has many ultra-modern details like combination sliding and "plug" doors, no roofwalk. Its proportions will give you some indication of how well the current models are detailed.

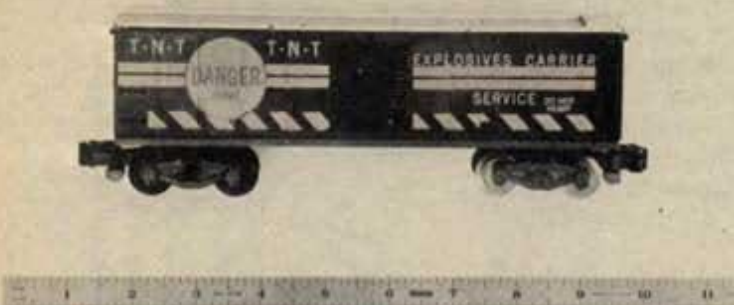




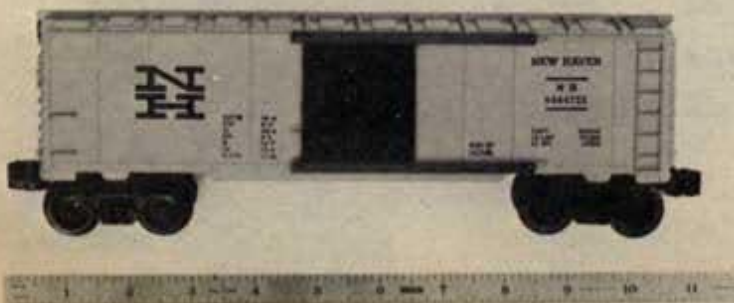
This set of photos will offer some idea of the relative size, detail and proportions of the currently available scales of model railroad equipment. This car is Aurora's N-scale boxcar.



The popular HO-scale is represented by this Tyco boxcar. All of these cars are sold in ready-to-run form.



The American Flyer trains are S-scale.



Lionel's "Super O" trains are fairly accurate O-scale models. Many of the less-expensive Lionel cars are closer to S-scale.



# A MOTO-TOOL FOR

By Raymond E. Hoy

Frankly, I was a little shocked when I received a *new* version of the "old reliable" Dremel Moto-Tool. There are some things left in the world that just shouldn't be tampered with, design-wise, like the Colt .45, or the lines of an Auburn Speedster, or . . . well, you get the point.

Why would they want to change the design of a Moto-Tool? It was already perfect! Still, the Dremel people aren't the kind who make changes, just to have something to do, so with that in mind, I examined the new tool closely.

Well, a guy can be wrong, can't he? And I *was* wrong! The new Moto-Tool is without a doubt the finest hand grinder I have ever used. However, if you've got one of the original #2 Moto-Tools, like I have, don't get the idea that it's obsolete! *That* will be the day! That original Moto-Tool is a life-time investment, and if you have one, you're lucky indeed. It's just that the new Moto-Tool has been designed with Space-Age concepts, and the improvements are very worthwhile.

The new Moto-Tool weighs but 11 ozs., and it twists out 30,000 r.p.m. The heart of the tool is a new constant-torque, permanent-magnet motor, with unique full-wave rectifier circuit, a miracle of solid state physics. It has twice the power of previous models, and will not stall under normal load. For its compact

size, it's the most powerful electric hand tool ever devised. The motor armature is electrically welded, and dynamically balanced. A high velocity fan assures cool operation.

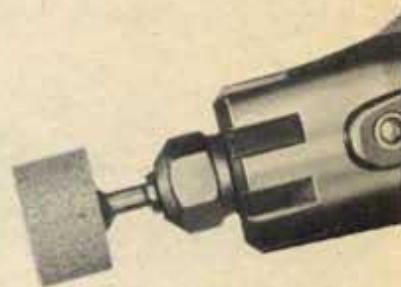
The tool features a handy hook to hang it up when not in use, and a pencil grip extension for fine detailed work. It is small, 7-1/4" x 1-11/16", and is ideal for polishing, grinding, drilling, and general production work or model building of all kinds. The speed is plenty high enough to do "clean" work with small grinding wheels and solid carbide cutting tools, and Dremel makes a fantastic range of these. The tool is housed in a shock-proof Lexan case, with a 6-foot, 3-conductor cord. It sells for \$29.95, or you can get the same model with ball bearing construction, for \$39.95.

The Moto-Tool can be purchased in kit form too, as shown and described in the photos. A set like this allows you to do absolutely fantastic model work.

If you've never heard of this great tool, or have never had the opportunity to see one, why not write to Dremel for a catalog. Chances are you'll find their advertisement in this issue, or in many other craftsmen-type magazines on sale at newsstands everywhere.

If you want to build better models, here's a tool than can really boost your confidence and skill. I recommend it highly.

Two truly deluxe items that should be on your workbench, are the Dremel drill press, and universal stand. The drill is 12" high, and it's perfect for precision drilling and routing. The table can be raised or lowered, and it locks in any position for accurate depth adjustment. The universal stand leaves both hands free to hold the work. It can be quickly adjusted to hold the Moto-Tool at any angle.





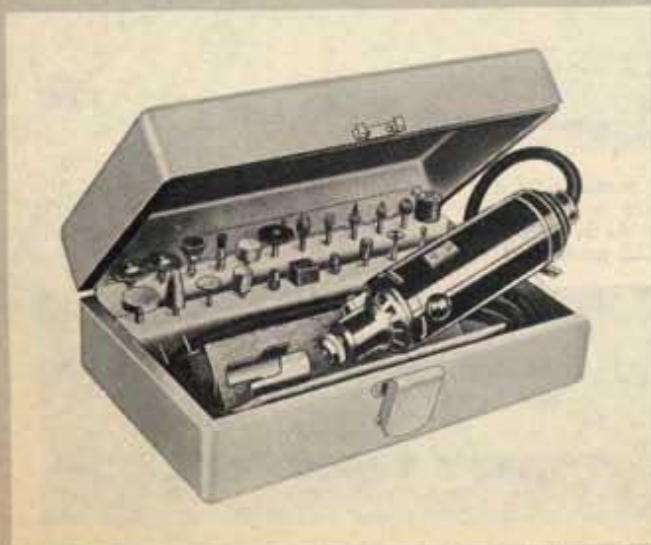
# THE SPACE AGE



The new 11 oz. powerhouse resembles the #2 Moto-Tool it replaces, but it has been improved considerably. This little mite turns out 30,000 r.p.m. thanks to a constant-torque, permanent-magnet motor.

This super-powered, compact grinder is ideal for model building of any kind, in steel, wood, plastic — you name it! And it's available in a complete kit, which includes a polyethylene case, high speed steel cutters, grinding wheels, wire and bristle brushes, rubber polishing tip, sanding discs, drum sander, and sanding bands, mandrels, dressing stone, finger grip extension, collet wrench, 1/8", 3/32", 1/16", and 1/32" collets, all for \$39.95. It's hard to imagine a more versatile tool for your workshop.

This new tool takes every accessory bit that the older version does. Dremel makes dozens of these useful, high-quality bits, and the only way you can really see them all is to order one of their catalogs. Check their advertisements.





Buzco is now importing the French Heller brand of static model plastic airplane kits. Big 1/50 scale Mirage IV is \$4.00.



The recent Mini-Trade show, held at the International Hotel in Los Angeles, revealed a great many hot new items for the coming year. Our man with the camera was there, "Johnny on the spot" and the results of his sleuthing are shown here. It promises to be an exciting new year for modelling enthusiasts!

## New models for the new year... '68 SHOWCASE

### PLANES AND BOATS

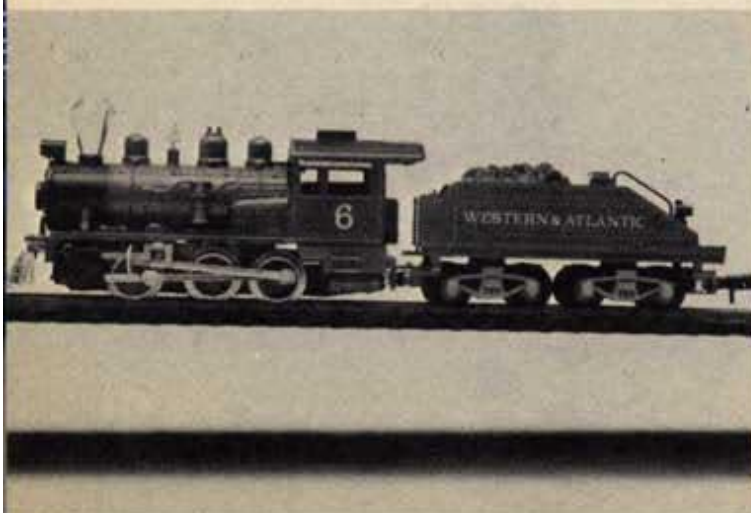
Big news is a half-dozen all-new display model plastic airplane kits from Airfix in 1/72 scale: Japanese Arado AR-196 seaplane, U.S. P-47D Thunderbolt fighter, British Beaufighter T.F.X. (1939) light fighter-bomber, Hawker Hunter F6 fighter, U.S. B24J Liberator bomber, Douglas Boston III, Lockheed Hudson Mk-1, and German Dornier D 217E-2 bomber. Kits range from 50¢ to \$1.50 depending on overall size of plane.

Buzco is now packaging and distributing the famous import-

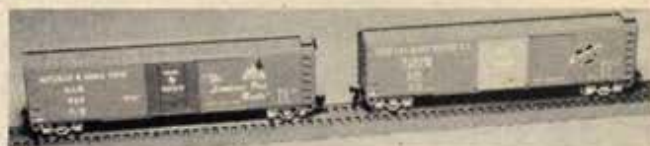
ed Heller line of airplane models. 16 models include the Concorde passenger jet in 1/100 scale at \$4.00, Mirage IV in 1/50 scale at \$4.00, 1/72 scale Curtiss 75A fighter at 89¢ French Trident jet in 1/50 scale at \$2.00 and others. Monogram released the 1/72 scale F7F-3 Grumman Tigercat twin-engined, U. S. Navy carrier-based fighter at \$1.00.

MPC has a new battery-powered, motorized outboard motorboat kit that is 10-1/2" long, comes complete with trailer kit at \$4. Revell's new "water line" boat models of the USS Arizona

battleship, German cruiser Prinz Eugen, HMS carrier Ark Royal, and Tribal class destroyer can be assembled as conventional full-hull models or as the type of model used by military planners with the hull cut-off at the water line. All four are same scale. If full-rigged sailing ships are your cup of tea, Revell's new sailing barque "Pedro Nunes" will be bound for your mantel or showcase. This huge beauty is rumored to be the best plastic ship model ever produced, and with Revell's reputation for detail in their sailing ship models they just might have done it.



Newest N scale locomotive is this old-time 0-6-0 switcher by Arnold-Rapido. Green, red, and gold colored, rtr \$19.95.



HO scale box car kits with lettering for model railroads are the newest from Far West Models, P.O. Box 415, Dept. MS, Lawndale, Calif. Order by mail, \$4.25 postpaid.



Newest full-size car is this one, with Great Northern's "blue sky" lettering and color. \$1.89 for 40' kit, \$2.29 for 50' kit.



## SLOT CARS

Big news for 1/32 scale fans is Revell's introduction of a '67 Camaro, and a '67 Mustang 2+2 in ready-to-run form with all new drop arm style Delrin chassis and gears. They even have correct wheels, and bodies can be had in metallic colors to match several of the real car shades (bodies are only available on the cars, however). Strombecker's Ford "J" car, McLaren, and McKee on the tried-and-true brass chassis with Hemi motor and foam tires are now on sale as well.

Best news for 1/32 scale builders though, is new SCALE bodies with accurate shapes and tough clear plastic by Lancer. These are works of art — we've never seen such detail in a 1/32 scale clear body before. We'll even go so far as to mark the new line of Lancer bodies in 1/32 scale as *the* achievement of 1967. Why? Well, the detail and scale-accuracy is one point, but add an interior specifically made for each car, with driver head AND the best for last, the latest cars: the MkII Ford GT, MkIV Ford GT, Mirage Ford GT, Chaparral 2F (with separate spoiler) and the Lola MkIII coupe. About 5 more will follow.

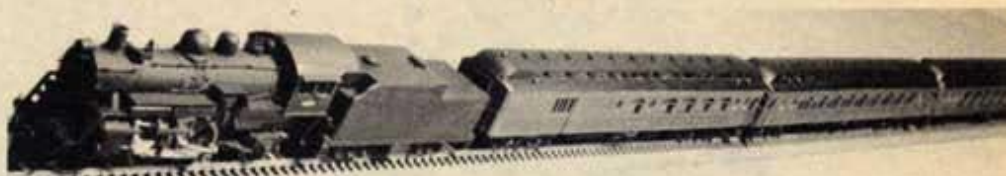
In 1/24 scale, Pactra's Competition Models division has pulled out all the stops to deliver two types of the "sled" or "pro" type of brass rod frames. One is wide for sport cars at \$4.98, the other narrower for the open-wheeled GP cars, at \$3.98. They are ready-to-run, less motor, rear axle and tires. Now even a newcomer can have the pro style chassis with all of its super safe and fast cornering attributes. From Pactra also, comes a pair of new ready-to-run cars: a 1/24 Ford GT MkIV and a Chiquita Banana (see photos ... I can't describe it ...).

Dynamic Model's "Handling Bodies" and "outrigger" body mount/brass weight have been combined under the 1964 Harvey Aluminum/Mickey Thompson Indy car body for the latest in ready-to-build kits at \$10.95. Chassis is inline with 26D style Mabuchi motor, closed cell foam tires. Dynamic is continuing to

add to their range of non-scale dimensioned, but correctly shaped "Handling Bodies" with the Harvey Aluminum Indy, Lola MkIII coupe, Chaparral 2F, and P4 Ferrari added to the initial offering the Mirage roadster.

Dubro has a NASCAR Chevrolet, Camaro Z28, Shelby Mustang GT500 in 1/24 scale clear bodies. Lancer has added some 1/24 "Super Light" clear bodies to their line including the Lotus 40, Ford MkII, Lola MkII, Ferrari P4, Chaparral 2F, and

Ford MkIV at \$1.49. Lancer is fighting the non-scale trend in 1/24 bodies by finding full-size cars with super-wide and ultra-low dimensions to model. Their newest is a beaut', the Mirage Ford GT coupe. MC&S has long-contended that you can model accurate scale models that handle as well as the too-low, too-wide cars if you pick the full-size car carefully. The Mirage Ford GT coupe is one with the Ferrari P4, and Ford MkIV are others almost as low.



1900-era passenger train is made up of all MDC HO scale kits. Metal steam locomotive is \$29.95, cars \$5.95 to 6.95 less trucks.



Buzco Curtis 75-A is 1/72 scale model of that effective WWII fighter. 89¢ kit price.



Monster static model with approximately a 30" wingspan is this 1/72 scale model of the British Shakedown Mk. III bomber by AMT. \$2.00 kit.



Ford GT Mk. IV is Pactra's latest offering in the 1/24 scale ready-to-run scale car category.

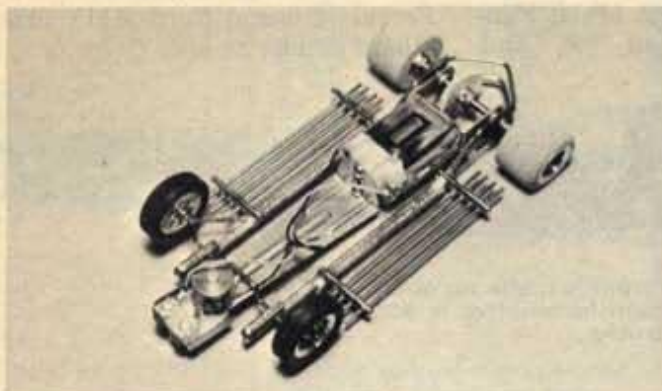




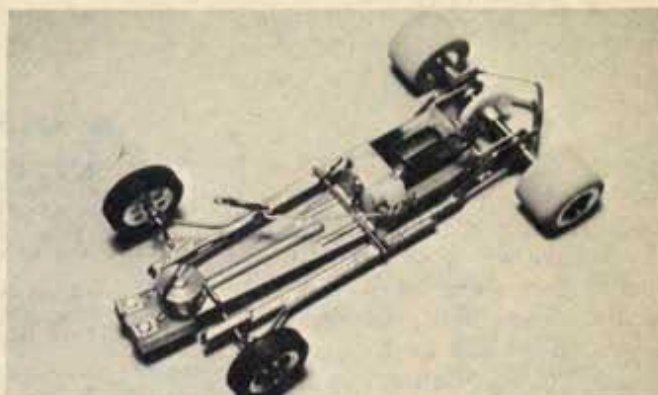
'68 Chevy Fleetside pickup truck kit from MPC in 1/25 scale includes the mad-mod decals, stock and rod parts at \$2.00.



1/25 scale Dodge Charger by MPC has all stock parts, plus funny car parts and decals shown. Kit is \$2.00.



A ready-to-run brass rod "pro" frame! Pactra has this one at only \$4.95 less motor, wheels, tires, and rear axle



Pactra "pro" frame for narrow GP cars has reinforced rear axle bracket, multi-rod construction. Frame only \$3.98.



All-styrene foam airplane accepts R/C gear .049 class engine. Plane and two-channel radio control set will retail under \$100.

Odd-appearing passenger aircraft is model of French Arc-En-Ciel. Buzzco kit \$2.50, 1/72.



Lancer Lola Mk. III GT body shell in clear plastic has excellent detail is available in either 1/32 or 1/24 scale unpainted.



New Mirage Ford GT is duplicate of full-size car that won Nurburgring 1000km race. Clear body by Lancer in 1/32 or 1/24 scale.



## STATIC MODEL DISPLAY CARS

The '68 models of the '68 full size American cars are on your dealers' shelves now. MPC has whole lineup of '68 Pontiacs including GTO, Toronado, Bonneville, and Firebird. Proud MPC also added the Chevy line to their stable, with the '68 Corvette, Camaro, Impala, and Fleetside truck. '68 Dodge Coronet and Charger R/T, Barracuda, and Mustang GTA complete their latest releases.

AMT continues with '68 versions of the Ford Falcon, Fairlane, T-Bird, Mustang GTA, and 500XL. The Cougar, Chevelle, Corvair, Firebird, Continental, Riviera, Camaro, Impala, Corvette, and Toronado are also on their way to hobby dealers.

Other interesting static model cars to look for are MPC's Ford MkIV with a complete clear plastic tow trailer in one

kit, MPC's Dune Buggy, AMT's Ford Mach I, and the AMT "Elegance" series including '34 Ford, or GTO, or '57 T-Bird, '55 Nomad Wagon, '57 Chevy, '32 Vicky. AMT adds '68 Mustang and a '68 T-Bird to their 1/43 scale series. Airfix has two all-new sports cars in 1/32 scale: an MGB, and a Triumph TR4A to their line. Both kits feature engines, interior, and correctly detailed front and rear suspensions.

## MODEL RAILROAD ITEMS

All-new plastic model passenger cars of the 1900-era are offered by MDC. A combination coach-baggage car, Pullman, and observation are first. \$5.95 to \$6.95 each, less trucks and couplers. MDC is first to have a model of the new "big sky blue" paint and lettering of the Great Northern RR. A scale 40-foot box car kit is \$1.89 with trucks and couplers, and a scale 50' box

car kit for \$2.29.

MSL industries has a 15-3/4" diameter automatic turntable kit in HO at \$22.95, in S scale at \$26.95, or in O scale at \$26.95. Electrically-driven, with push-button operation. Model Rectifier Corporation offers four new power packs with special rheostats for N scale. Trainpack #100N is 1 amp \$8.50, the Modelpack #1222N has 1 amp is \$6.98, 2 amp Golden Throttlepack #500N sells at \$14.95, and Dual Pack #1722 controls two trains independently has 2-1/2 amp at \$16.98.

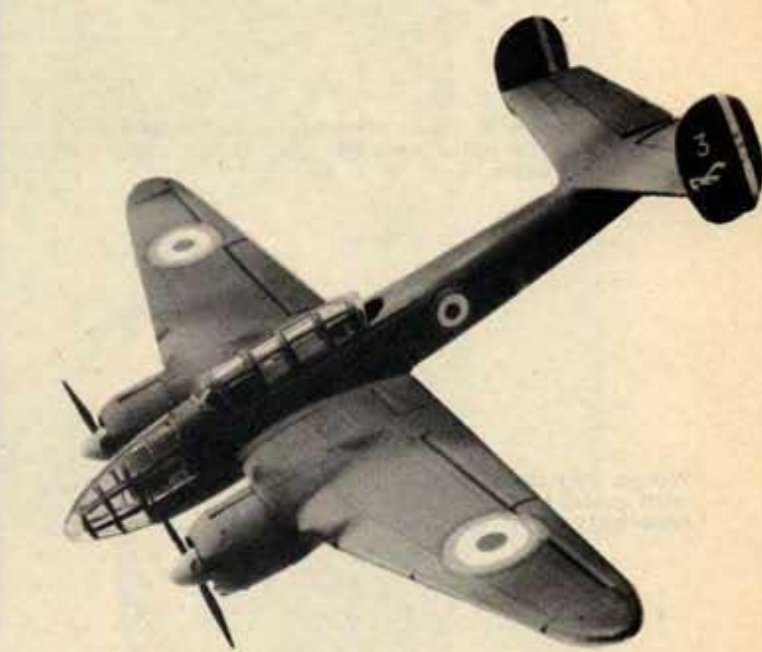
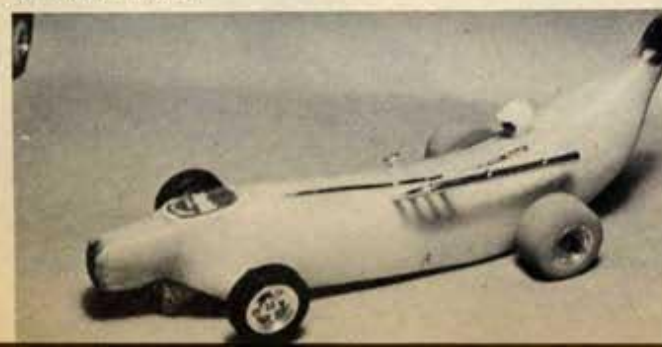
More-Craft's "Mini Train" coffee table is a 15" high, 24" x 48" glassed-top table kit. Provides a place to store and operate HO scale or N scale trains and HO scale raceways as well. Clean, modern design of table makes it a real conversation piece in either living room or den. Kit is \$19.95 less glass.



Ferrari P4 body by Pactra is \$1.39 in 1/32 scale, \$1.49 in 1/24 scale like 2F, Lola, Mirage. All include interiors.



Pactra Chaparral 2F includes both interior and spoiler kit. Unpainted clear body is available in 1/32 or 1/24 scale.



Bloch 174 was reconnaissance plane used by French Supreme Command. Buzco kit in 1/72 scale is \$2.00.

It's true! The Banana car is here. Pactra offers this in full (?) scale at only \$8.95.





Sceniced and ready-to-run N scale train layout by Aurora is \$13 less train, but with track and switch.



Specially designed MRC power pack has the precise control needed for the N scale model railroad locomotives. \$6.98.

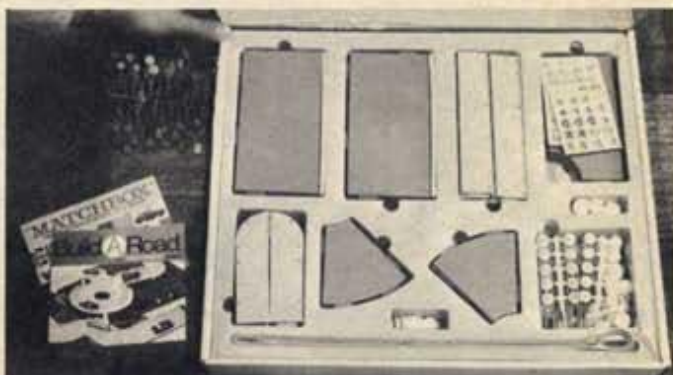


Excellent decorator car plaques are new from AMT. Three dimensional profile and wood frame kit \$2.00 for Mustang, Camaro, Barracuda, or Corvette.



More-Craft's Mini Train coffee table kit is 24" x 48" kit to house HO raceway or trains, Perfect for N scale trains. \$8.95.

Slotless track is now offered by MATCHBOX for setting up realistic scenes with these cast metal cars and trucks.



Would you believe a \$49.95 radio control Mustang with metal body, right and left steering, forward and reverse? Model Rectifier Corp.



Harvey Aluminum body is back again as a "Handling Body" in Dynamic's newest 1/24 kit with 26D motor, "greys," etc. \$10.95 price is right.





# A SHORT STORY

BOY, PHIL, I'LL HAVE TO ADMIT, YOU BUILD FANTASTIC STUFF! GREAT DETAIL ON LETTERING AND NUMBERS!



THIS IS UNBELIEVABLE! THEY'VE EVEN GOT TINY PIN STRIPING!



HOW CAN YOU BE SO STEADY? BOY, I COULD NEVER COME CLOSE TO A JOB LIKE THAT!



WHY, THIS MUSTANG IS FABULOUS! EVERY MINUTE DETAIL IS PERFECT. TELL ME HOW YOU DO IT, PHIL!



WELL, ACTUALLY I HAVE A FRIEND THAT HELPS ME WITH THAT SORT OF THING... HE SHOULD BE HERE ANY MINUTE NOW.



HERE HE IS NOW... I'LL INTRODUCE YOU TO HIM.



TOM WOJAHN

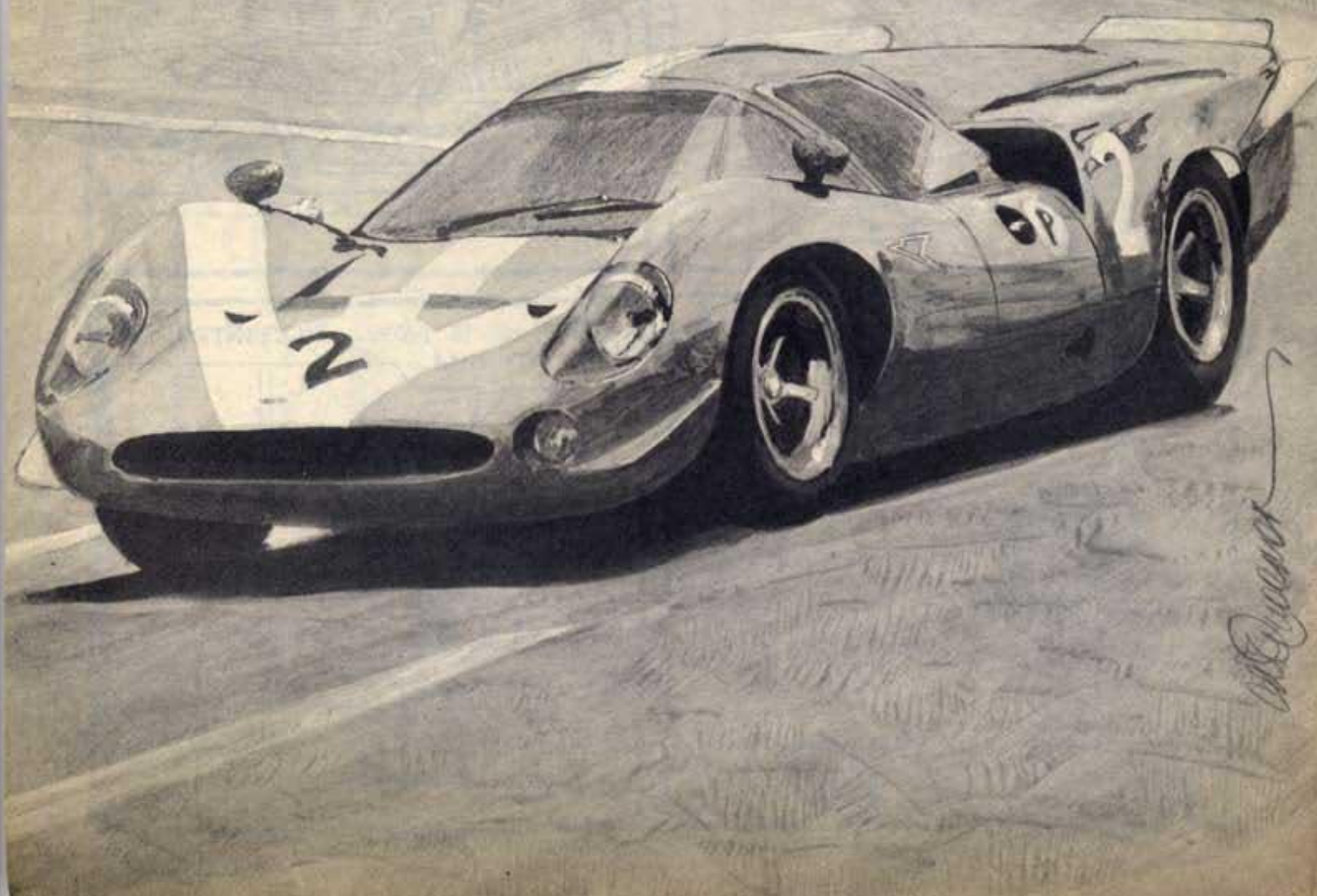


# **GROUP 6 REVIEW**

**A close look at the  
International contenders  
in the Prototype GT class**

*By David Windsor*

*Illustration by  
Chuck Queener*





## MIRAGE

First appeared at the Monza 1000kms and won its second race, the very wet Spa 1000ks, driven by the Belgian, Jackie Ickx. The team is sponsored by Gulf petrol company and the cars (normally 2) are raced in their colors: pale blue with an orange stripe edged in black. The finish on the cars has been immaculate throughout the year and it makes a pleasant change from red, green or white. The car is a much modified version of the standard Ford GT40 with a completely redesigned body and modified suspension. The finished result looks a lot less crude compared with the normal car and it weighs 200 lbs. less! Special Holman and Moody prepared 5.7 litre engines were fitted for most of the season as the cars had to run in the Prototype class along with the Fords and Ferrari P4s, and keeping up with them was not easy! Drivers included Ickx, Attwood, Piper, Rodriguez and Dick Thompson who unfortunately had a habit of pranging it at some vital moment. Nevertheless, an interesting effort by a small team led by John Wyer.

## PORSCHE 907

The 907 was a special version of the 910 designed for use at Le-Mans. It first turned up at the practice weekend but the cockpit continually filled with exhaust fumes and it was taken back to Germany for a "rethink." By race time it was fully sorted out and two right drive cars were entered, Rindt's blowing up with a missed gear and Siffert finishing fifth. The car has the same chassis as the 910, but the body is entirely different; both nose and tail are longer and the cockpit much narrower with a beautiful slotted rear window.

## PORSCHE 910

The 910 was used early in the year at Daytona and Sebring and is more familiar to U.S. readers than its long-tail counterpart. In Europe, it won both the Targa Florio and 1000kms of Nurburgring, being ideally suited to both tracks. The rear window is in a yellow/orange tinted glass, and

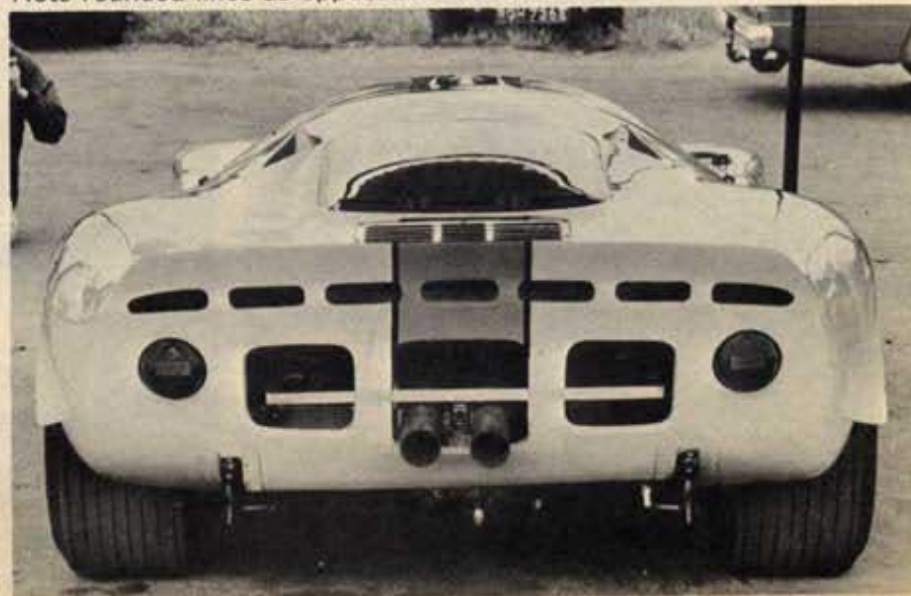


Front view of car. Colors are pale blue with central orange stripe, edged in black. Orange wheel centers and black interior trim.

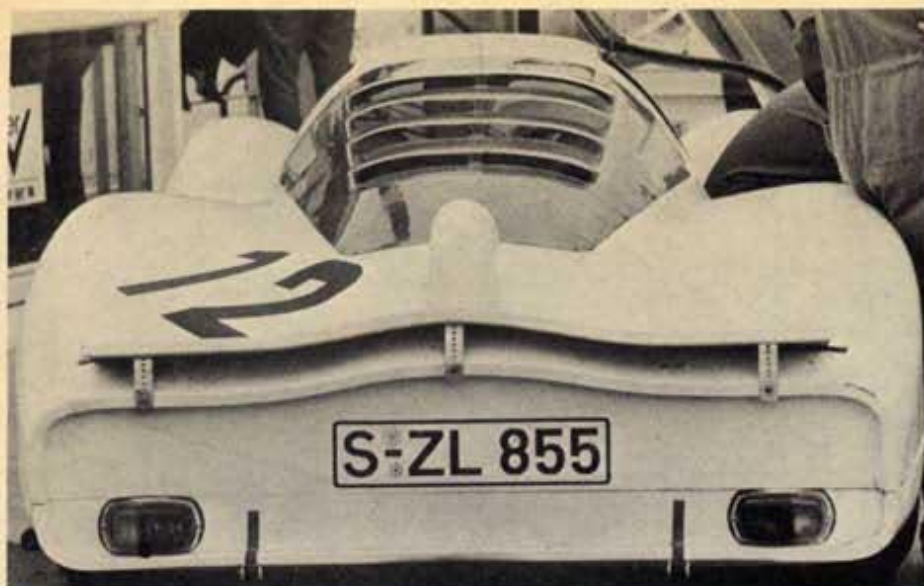


John Wyer's Mirage-Ford, smoother looking and 200-lbs. lighter than the normal car. With Jackie Ickx driving, it won the SPA 1,000.

Immaculate Mirage-Ford, with built in spoiler and ultra-clean finish. Note rounded lines as opposed to the standard Ford GT-40.







Rear view of the Porsche 907. Note method of fixing the spoiler on, and very narrow cockpit.

on some occasions it has been raced without the middle roof section, if the height of the driver warranted it. Both straight 6 and flat 8 versions were used.

#### FERRARI P4

Ferrari won the Constructors World Championship when a P4 driven by Stewart and Amon came in second to the Chaparral in the BOAC 500 at Brands Hatch on July 30th. Despite Ford's win at LeMans the P4s have been more consistent and almost as fast. Ferrari has suffered this year from two drivers killed and one seriously injured, and now only Amon is top class but rather inexperienced, so for



The long-tail Porsche 907. Note louvered rear window in green tinted glass. Also rather "tatty" spoiler and hump-like air scoop.



Porsche 910 with a flat 8 engine and closed cockpit as raced throughout the year, but with a new scoop over the nearside front wheel arch.

Porsche 910, also a flat 8 powered version, with an open cockpit to take the very tall Graham Hill. Color flash on the nose is pink.



The 907 in action, here showing its ultra tear-drop shape cockpit.





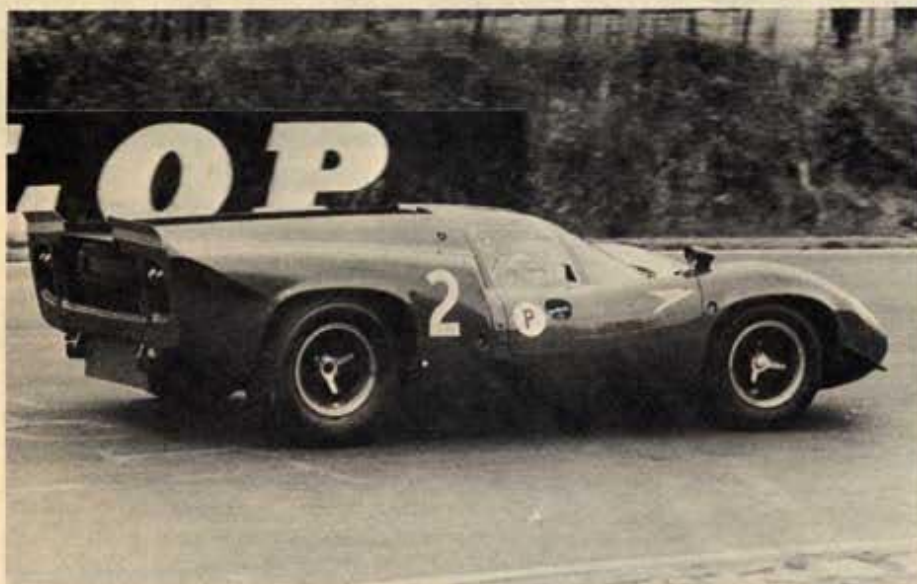
next season he will have to find some new recruits.

#### LOLA T 70 MkIII COUPE

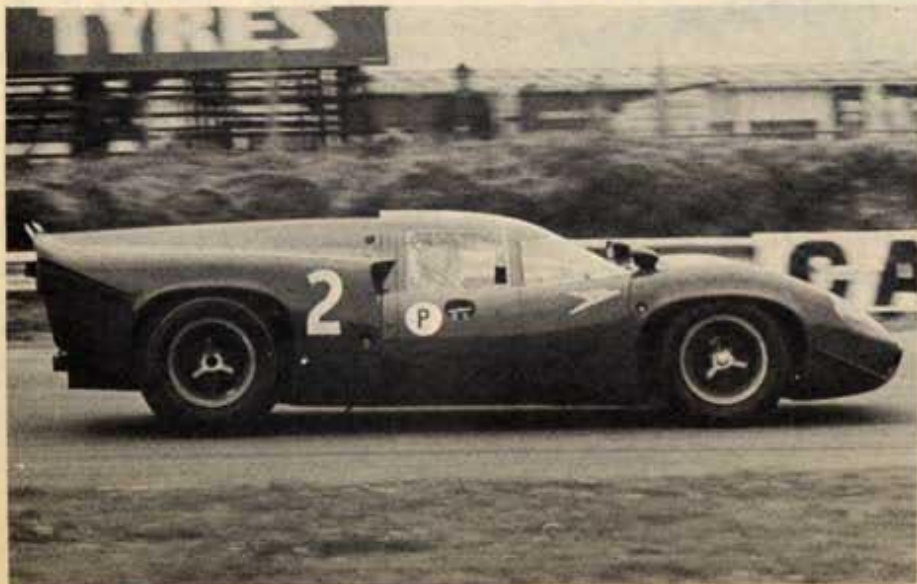
This is a Group 6 version of the car which won last year's Can-Am series in Surtees' hands. At LeMans, two cars were run using 5-litre Aston Martin V8s, but this engine was not developed enough to be really competitive. Later Chevrolet motors were fitted, and the cars changed from green and white to the more normal Team Surtees colors of red with a white arrow on the nose. You will probably see several models of this car in your coming Can-Am series as well as last year's open car.



Ferrari P4, 4-litre prototype sports car at the final round of this year's world championship, driven by Jonathan Williams.



The group 6 version of the Lola T 70, a closed version of the Can-Am winning car. This is the Team Surtees entry and it is this car that he will use to defend his title in this year's American races.

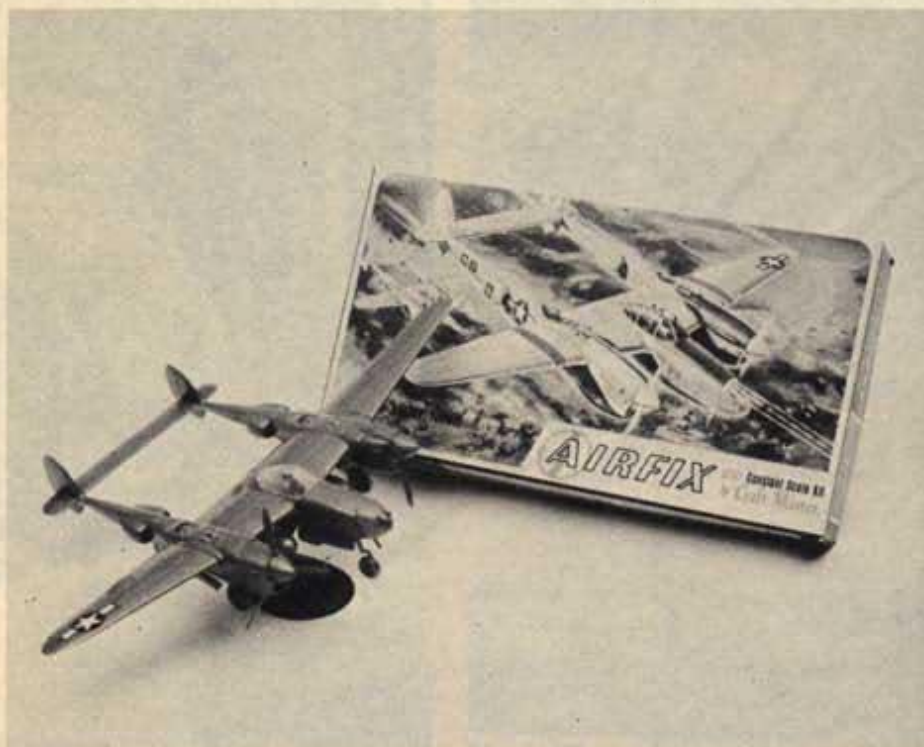


The Lola has gull-wing doors just like the Chaparral. Note rear window and the channel in the tail, cover to ensure good vision.





# WARBIRDS!



The twin-engined WWII fighter, the Lockheed P-38 "Lightening," is typical of the well detailed 1/72 scale Airfix kits. Just 50¢.

One-seventy-two scale display model aircraft rate high on the list of most popular models for a number of reasons. These miniatures have all the detail you can see with the naked eye. Each model is in proportion to the next so you can better judge their relative sizes. Because they are so popular with modelers, the price is right, too. Most small-to-average-size planes sell for about 50 cents. Only the large bombers and transport planes sell in the higher \$1.00 to \$1.50 price brackets.

The Airfix "Constant Scale" series of 1/72 scale aircraft includes some of the more unusual planes of the world, in addition to the "standbys" like P-51's, Zero's, and B-17's. The two planes on these pages are good examples. The Lockheed P-38 "Lightening" was one of the really distinctive U.S. fighters of the second World War. Several versions were built over the war years with the P-38J one of the very last produced in 1943. It had the highest speed rating of the P-38 series and, like its sister craft, it was used primarily to accompany and protect Allied bombing missions.

The German Arado Ar-196



## Detailing WW-II fighters for Concourse points

A-3 is the twin-float seaplane shown. This is one of the newest Airfix kits and joins an array of other seaplanes including the famed American PB5A Catalina, the British Short Sunderland III, and the Boeing 314 Clipper. Naturally, each is in the same 1/72 proportion. The German Arado was used during WWII as the standard catapult aircraft on German battleships. It was used for reconnaissance as well as protection for its home-base ships. Some of the Arados were based at coastal ports.

The assembly hints we offer will apply to *any* plastic model plane. Two major points should always be considered as you assemble one of these kits. First, each and every part should be checked for fit *before* you touch that glue tube. A small file, modeler's knife, and/or fine sandpaper will help to make certain of perfect fit. Second, remember that even a tiny glue smear can obliterate the best detail. Use a toothpick to apply glue to smaller pieces and tweezers to hold them while you apply it. Add a little patience, and you're on your way to building prize-worthy models.



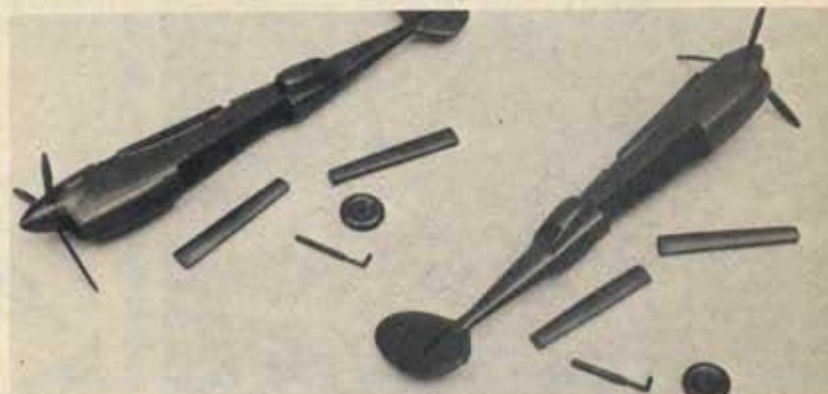
Begin the step-by-step assembly by trimming away any excess "flash" plastic at edges.



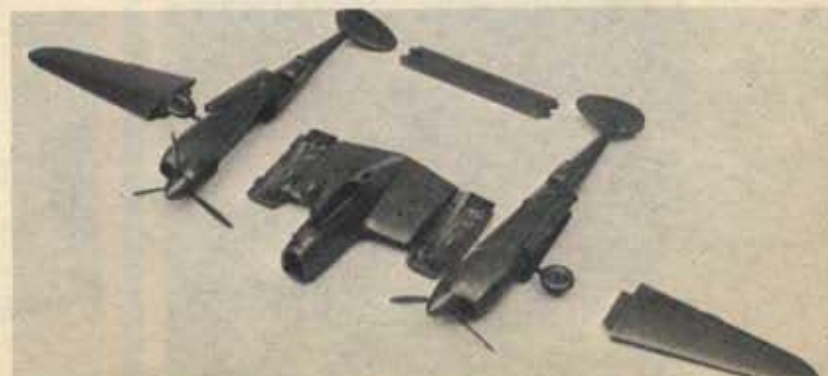
Hold rudder in tweezers, while a thin layer of plastic cement is applied.



The edges of the teardrop-shaped gas tanks can be sanded smooth when glue dries.



Assemble each fuselage as a unit including landing gear parts, doors, propellers.



Sub-assemblies include center fuselage, side fuselages, wing tips, and stabilizer.



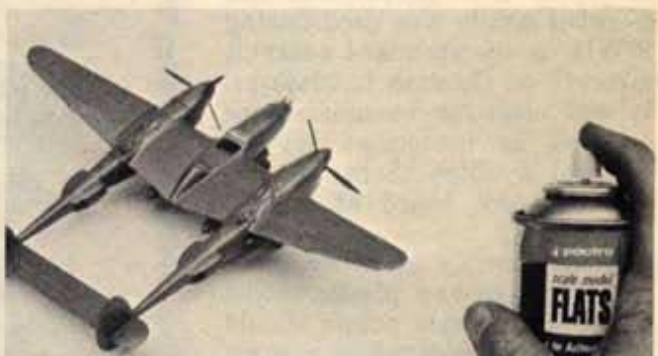
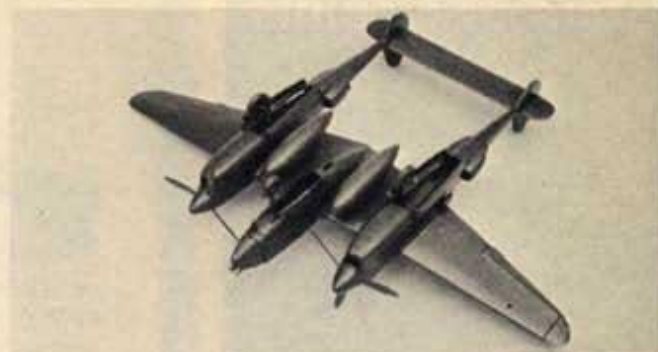
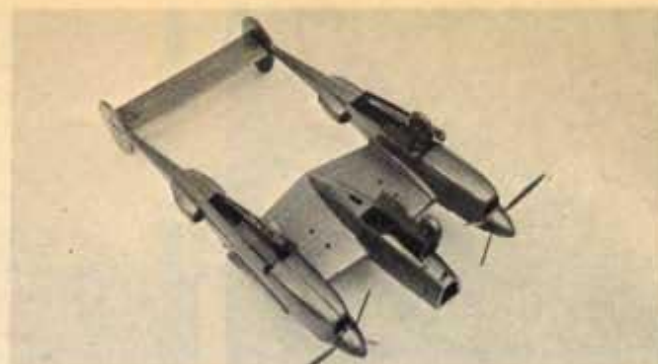
Three fuselages and stabilizer are assembled at one time. Check joint fit.

Wing and stabilizer tips are added to complete major assembly. Dry overnite.

Fill nose of plane with wire solder so it will sit on front landing wheel.

For improved realism, spray paint with flat colors. This one is flat aluminum.

Epoxy clear windows into place so "frosted" glue joint doesn't spoil appearance.







Dip decals in water, let soak for 3 to 5 minutes, then apply as shown on box lid.



Completed model is in same accurate 1/72 scale as most plastic model planes. Details are authentic reproductions of Lockheed features unique to this P-28 "Lightning."



Airfix Arado 196 is another example of unusual aircraft. Real plane was based on German battleships during WW II.



Arado assembles with same techniques as P-38. Paint is dark green with light blue underside. Note cockpit details.




Bottom color blended with sky, top with surrounding foliage on ground. Even the flaps will move on this Airfix masterpiece.



## Part One

# CAR TREK



### By Geer Raysho

The two of us went through a doorway marked *Office Of The President: Federation of Model-car Manufacturers Of Earth*, entering a vast room in which a singularly mammoth piece of furniture dominated the office. Behind a desk consisting of a 200-lane, R/C-race track sat the rotund figure who had summoned us here. He seemed unaware of our arrival, intently scratch-building a small car.

"Captain Jaymz Jirk, of the United States Carship *Fenderprise*, reporting as requested, sir," I said, saluting smartly and almost putting my left-eye out in the process. Never could quite get the hang of those miserable salutes.

"You don't happen to have any .078 ball bearings with flanged outer races and extended inner races on you, do you?" murmured the Prexy.

"Illogical inquiry, Captain," muttered my companion and first officer, Mr. Schlock, towering next to me. "He *should* be installing .091 ball bearings in that particular model."

The Prexy glanced up, his chubby face going pale at the sight of Mr. Schlock who doesn't exactly look too human.

"How did a thing like *you* get into the space service, anyway?" gasped the Prexy.

*The Fenderprise is the latest thing in spaceships, the most superb piece of machinery to emerge from the year 2067. It leaves Earth and heads into deep space, carrying our all-time heros, Captain Jirk, and Mr. Schlock, on a secret mission to save Slot Racing! Will they Succeed?*

*Read on . . . !*

"Mr. Schlock is a native of the planet Juniper," I explained. "Fortunately, having no emotional capacities, he's not likely to be offended by your rather personal observation, sir."

"Well, boys," the Prexy's false chuckle was as phoney as a Martian-minted nickle. "I'm from out of state, myself. And I'm no bigot, either. Why, some of my best friends come from my own hometown!"

"Stop destroying the man's desk," I whispered to Schlock. "Didn't I just tell him you have no capacities for emotional turmoil?"

Schlock began skillfully re-

building the section of desk he'd ruined with the flick of a thumbnail. Juniperians have fantastic strength. It's a shame they don't know exactly how strong they really are. Knowing this would save a lot of rebuilding and all.

"We understand that the *Federation* has an assignment for us, sir," I ventured politely.

The Prexy stared at Schlock in utter fascination. "Great Scott — ears like a lunar jackass," he murmured. "What? Oh, yes! The *assignment*! Of course! Yes, we definitely have an assignment for you boys! Bet'cher sweet life we do!"

"Are we allowed to be oriented





to this assignment or do we merely carry it out in complete ignorance?" I smiled cooperatively. "Being government employees we are not unaccustomed to working in total ignorance since Security still rules!"

"Private enterprise *always* projects its issues and operations clearly, distinctly and in minute detail," the Prexy assured me, defensively. "In this case, it's necessary to depend upon a government agency because space travel is regulated by those clowns in Washington . . . er . . . uh . . . by those experts in galactic transportation." He dabbed at his perspiring forehead with

the model car. "Anyway, we have this problem, see?"

"Which problem?" I asked, not seeing.

"There've been absolutely no advances in the model car racing sports for the past one-hundred years. When radio/controlled racing of scale-model vehicles came into being clear back in 1967, we in the industry naturally assumed this development was but still another advance, and probably merely the beginning of a series of new concepts that would continue expanding the model car racing sport as well as increasing profits, thereby stabilizing the country's lead-

ing business and giving millions of dedicated scale-model racers the important and exciting new concepts so necessary to their zest, zeal and further interest in the sport!"

"Logical," mumbled Schlock, nodding.

"But no fresh developments have been found, is that it, sir?" I asked.

"*Correct!*" The Prexy stood up, his fist flailing emphatically upon the track/desk. "*Here it is 2067 and the only advance we made is now a century old! Shameful! Degrading! Bad for business, too.*"

"How do you know, sir?"



"Sales are down, m'boy."

"That figures," agreed Schlock.

"And just where do *we* fit into this sickening problem, sir?" I nudged Schlock slyly in the ribs, and automatically a superior, smug smirk oozed over his otherwise haughty, Juniperian features.

"Oh, that's easy! Our organization is willing to finance the entire expedition into outer space where you will, hopefully, find a planet whose civilization *has* enjoyed various model car advances. Obtaining this data, you will return and turn the whole scam over to us — in exchange for the sum of 10,000,000,000,000-koinz!"

"What do you think, Mr. Schlock?" I asked.

"Those koinz sound pretty kicky," mused Schlock, his cold eyes narrowing as his computer-like mind went to work on the idea. "Of course, when you consider the infinite number of star-systems, each jammypacked with untold varieties of life-sustaining planets, and one includes the time spent bashing and nerfing around out there — the entire trip could very well be the biggest bomb since the *Edsel* automobile!"

"Watch that dirty mouth, alien!" snapped the Prexy. "We don't use filthy words like that around here, see?"

Schlock shrugged, his face inscrutable.

"And precisely *what* do we offer the natives of whichever planet may contain a suitable fresh concept in model car racing in exchange for their advanced concept — glass-beads?" I smiled broadly. "After all, fair is fair, sir!"

"You offer them the distribution franchise for MODEL CAR & SCIENCE Magazine throughout their entire solar system," he informed me solemnly. "What could be more generous than that!"

"Gad, Sir," I said in a hushed voice. "You're right! That's *real* generosity!"

"Also shrewd business," added Mr. Schlock.

"Whaat?" yelled the Prexy.

"He's only *kidding*, sir!"

"I though you said he *had* no sense of humor?"

"Uh . . . well, he *tries*, sir!"

Schlock turned to me, quizzically lifting one of his wild eyebrows with a #5 Quizzical Tool. "You needn't defend me to this drop-out, Captain. I'm perfectly capable of . . ."

"*Forget it*," I hissed. "This guy may have important contacts in Washington and all! You wanna get us demoted and find yourself delivering mail again, man?"

"That figures, Captain," Schlock sighed.

"Then you'll leave immediately for outer space and begin searching for a planet whose highly advanced science has developed a fresh, new model car racing technique?" The Prexy regarded us questioningly. "Whether it appeals to you or not, that's the kind of an assignment required by tax-payers of earth whose entire scale-model future will depend upon what you bring back."

I smartly saluted him, gashing my forehead with an untrimmed thumbnail. "You can count upon the intrepid crew of the United States carship *Fenderprise* to find that unique concept and bring it safely back to earth, sir!"

"Don't be a toady, Captain," muttered Schlock.

"Shuddup and *smile*, stupid!" I snarled through clenched teeth bared in an obedient grin. "One word from this wheel and we can be deciphering illegible addresses in a 3rd-rate post office instead of bopping around outer space in that cool Carship, making like a couple of highly trained tech-heads and earning a slice of those koinz!"

Schlock favored the Prexy with the most toothy grimace seen on earth since Godzilla grinned up a storm. The Prexy coughed nervously, sitting down and averting his eyes as he resumed fussing with the scale-model vehicle — obviously indicating that the interview was concluded.

"Will that be all, sir?" I whimpered.

The Prexy nodded without looking up. "Oh, you might ask my secretary on your way out if she just *happens* to have any .078 ball bearings with flanged outer races and extended inner races in her purse."

We departed on the double.

"Your attitude in there was *deplorable*, Mr. Schlock," I stated bluntly. "Why, you made no effort at all to charm that man. Instead, you went out of your way to antagonize him. Why, Mr. Schlock?"

Schlock shrugged. "Maybe it was that sign on the wall behind him that did it."

"What sign?"

"The one reading: *Help Stamp out 1/32nd-Scale*. You know how I regard 1/32nd-scale, Captain."

I nodded, gripping his bony shoulder in silent understanding and fighting back the hot tears that suddenly flooded my eyes. On the planet Juniper 1/32nd scale is internationally standard among all the sundry Juniperian cultures. No *wonder* Schlock's behavior was so unusually vile!

"I dig, old buddy," I slobbered emotionally, touched by the fact that the big creep hadn't allowed his outraged sense of patriotic loyalty to unleash his vicious strength, making a shambles of that office and blowing this whole gig, adding philosophically: "Into every strife a little pain must fall, man!"

"You and your crummy human platitudes," scoffed Schlock. "*Yecchh!*"

Arriving at the Los Angeles Spaceport, we went directly to the pad upon which my beloved Carship *Fenderprise* squatted, awaiting only my fingers deftly playing over the intricate control-panels to send it screaming into the sky. Powered by a highly complicated atomic-energy complex, the *Fenderprise* was the latest thing in spaceships, the most superb piece of machinery to emerge from the year 2067. Actually, it ran on simple steam — when you consider that the nuclear-pile merely heated various exotic liquids, transforming them into gaseous energies that gave the ship its fierce velocities, allowing it to escape



all gravities and maintain orbital patterns as well as romp swiftly (by shifting time-warps, electronically — something I was still learning how to manage with the help of digital-computer who was arrogantly more intelligent than me) thither and yon between the planets in our own solar system, and go streaking in and out of other, more distant star-systems with faster-than-reality speeds. But even in our advanced civilization certain problematical situations still existed where travel was concerned. For example, while it only took 8 1/2-minutes to go from Venus to Earth via Carship, getting from the Earth spaceport to *anywhere* around town took a minimum of 20-hours, thanks to the population explosion and Detroit's adroit political lobbies that kept the automobile (now powered magnetically to eliminate smog) foremost in the hearts of citizenry — jamming the streets nerfbar-to-nerfbar at an average crawl of a 50th-of-a-mile per hour. Anyhow, accidents were nonexistent and at that sane pace even the drivers of private vehicles could admire the passing scenery comprised of natural-looking billboards cunningly disguised to resemble trees, mountains and meadows. Yes, our's was indeed a pleasant and serene civilization whose placid philosophy was even more based on the symbolic wheel.

Which is exactly why the Carship *Fenderprise* had been purposely designed to resemble a crossbreeding between an amphibian-submarine, a mobile-pizzashack and gently sporting the somewhat modified, classical configurations of a 1922 Essex Runabout, this latter impression to convey to all the Universe that earth had not abandoned its obsessive love for The Wheel and what it's inventing had done for us as a people.

Approaching the *Fenderprise* I was startled to see hordes of individuals entering and leaving the Carship, clutching scale-model cars and giving the site a carnival atmosphere.

"What's happening, here?" I

gasped. "All these guys swarming in and out of the ship, Mr. Schlock? They're not supposed to be aboard!"

"Blame it on me, Captain." Schlock wore a pleased expression. "I saw no reason why the *Fenderprise* should just sit in the spaceport, not making any koinz, so I opened the slot-tracks in the recreational rooms to the public, at a choice, hourly rate, of course! We've probably made a tidy fortune in track profits by this time, Captain!"

Sometimes Schlock seems a lot more human than he admits to being.

"Get those nurds outa my ship!" I howled. "And prepare to lift for space immediately!"

After Schlock had sternly driven all the feverish-eyed racing fans from the ship, I stepped to the master control-panel, nimble fingers lightly closing circuits, buttoning hatches, activating life-support systems, turning on all the myriad and complicated instrumentry that constituted the *Fenderprise*. At length, I reluctantly opened the channel to the Computer. This is always a bad moment albeit a necessary one since the *Fenderprise* depends entirely upon the Computer (who has never respected me since it won ten races in a row, unmercifully nerfing my entries from the track and outdriving me to a pitiless fare-theewell) for space flight.

"Captain Jirk, here," I announced.

"HELLO STUPID," intoned the metallic voice of the Computer. "HOPE YOU REMEMBERED TO BRING ME THOSE PINION-GEARS I NEED FOR MY NEXT MODEL CAR PROJECT."

"Never mind funtimes," I sighed. How many other Carship commanders, I wondered, have to put up with a Computer who builds and races in addition to running a spaceship with a tenth of its electronic brains? "Prepare to lift-off and go into departure orbit."

"YOU FORGOT THE GEARS," accused the Computer sullenly. "I CAN ALWAYS TELL WHEN YOU'VE GOOF-

ED A SIMPLE REQUEST! MAN. YOU SHOULDN'T BE IN COMMAND OF A TINKER-TOY KIT MUCH LESS A COOL THINGIE LIKE THIS MESS OF HARDWARE!"

"Are you gonna argue or obey the order?"

"OKAY, OKAY—SO STRAP YOURSELVES IN AND WE'LL LIKE SPLIT EARTH, BABES!"

"Has it ever occurred to you, Mr. Schlock," I observed thoughtfully, "that Computer tends to sound a trifle hip at times?"

"I've noticed it, Captain," Schlock admitted. "And I think it gives the whole ship a lot of class, considering how pedantic, how dull most ship's computers are programmed to communicate."

"Yes, but it lacks a certain air of respect for authority that..."

"WILL YOU CLODS STRAP-IN AND STOP ALL THE YAK?" blared the Computer impatiently. "ONE GROOVY TRIP COMING UP — AND WITHOUT A SINGLE TABLET YET! WOW!" The Computer dissolved into a strange crackling that passes for laughter.

"Help me put these stellar charts away, Mr. Schlock, and we'll ready ourselves for lift-off."

Schlock favored me with a critical smirk. "You still having trouble refolding those Texaco maps, Captain? Tsk, tsk!"

My tart reply was lost in the thunder of the mighty engines as the computer fired them, sending the United States Carship *Fenderprise* careening drunkenly up from the launchpad, wobbling into the skies and leaving the good earth far below to diminish rapidly as we hurled erratically into an unstable departure orbit.

"You shouldn't use that kind of language to the computer, Captain," rebuked Mr. Schlock. "It's not dignified—and besides the computer can swear better than you any old day, sir!"

Our voyage in search of the ultra-advanced model car concept had begun . . .

TO BE CONTINUED IN THE NEXT ISSUE



Unless you are a retarded goat grower, living on the far slope of a forgotten mountain in Ethiopia, you have no doubt ogled the fantastic U.S.S. Enterprise, Captain James Kirk's "starship class" spaceship, on the NBC weekly television show, *Star Trek*.

It's a stunning vessel, to say the least! Larger than a naval cruiser, with a crew of 430 persons (approximately one-third of them female, for those of you who dig statistics) this ship is the largest and most modern in the Starfleet Service.

sembled in record time, thanks to the excellent fit of the injection moulded plastic parts. It makes a fantastic shelf model for display.

AMT has been operating around the clock, trying to keep this kit available, due to the heavy demand. If your dealer doesn't have one left, stand by, there's more on the way! Better hustle down to your local hobby shop or department store, and get one while the getting is good! This is one of the wildest shelf models that we've seen in a long time!

Of course, the Enterprise is a figment of Executive Producer-Writer Gene Roddenberry's imagination, but to science fiction buffs it is *real*.

The mission of the U.S.S. Enterprise is to explore uncharted sectors of our galaxy, assist those in distress, diplomatically represent Earth and the Federation, and similar projects.

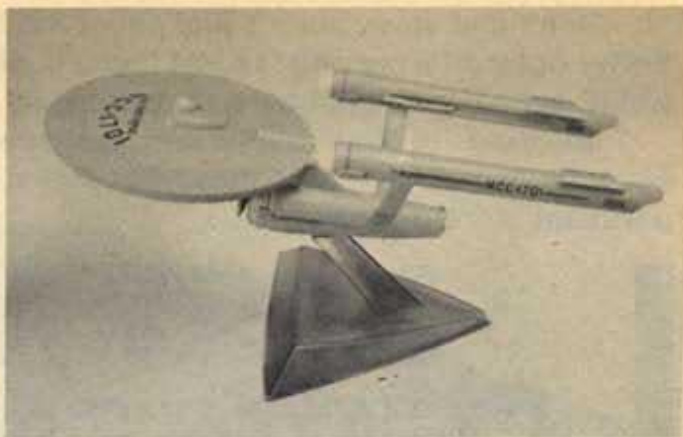
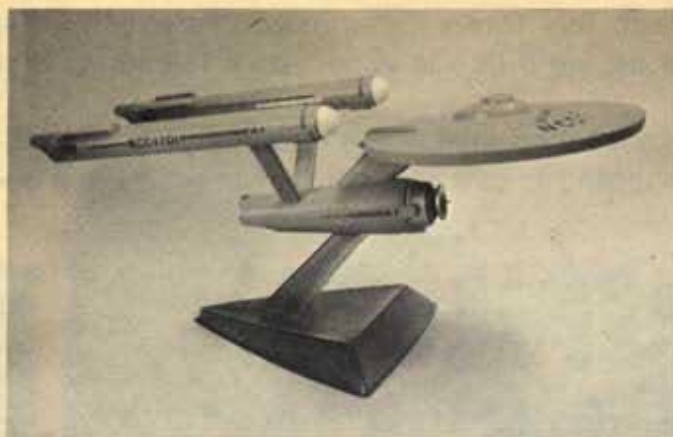
AMT has duplicated this famous ship, right down to the operating "deep space" lights. The ship is on your dealer's shelves this minute. The injection moulded model can be as-

Tag along while we "beam up" to AMT's  
U.S.S. Enterprise—the pride of the Starfleet

# SPACE QUEEN!







AMT's U.S.S. Enterprise model is as beautiful as the ship seen on NBC-TV's weekly "Star-Trek" show. A display stand, twin power units, full-color decals, and battery-operated "deep space" lights are strong features of this excellent model.





Don't look now, but it's *just about too late* to buy those last-minute Christmas gifts! Better not wait a second longer! If you'll allow us, we'd like to show you a few items that would appeal to the hobbyist in your family.

Jolly old St. Nick can't swing this scene alone, so give these goodies your undivided attention, and leap into those Christmas shopping togs and hustle off to your local department store or hobby shop.

# LAST MINUTE CHRISTMAS GIFT IDEAS



The Cox company scores again on our "must have" list of Christmas goodies, with their AD-6 Skyraider, ready-to-fly gas powered airplane. It's a replica of the famous Viet Nam fighter bomber that is providing so much support for our fighting troops. Molded in resilient plastic, this sharp looking model airplane uses a reliable .049 enigne, complete with nylon prop, and spring starter. A control handle and lines are included. The wingspan is a big 20-1/8". The airplane alone is \$9.98, or you can buy the complete rig (fuel and flying accessories) for \$12.98. Available at department stores and hobby shops everywhere.

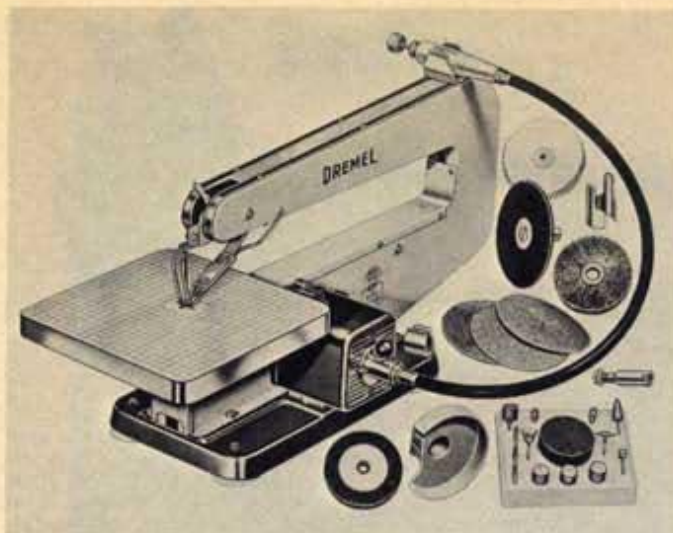
The R/C game is coming on strong, so get ready for it with Testor's beautiful R/C goodies! While their airplane and car have been on the scene for awhile, we feel that a new look at them is in order, due to the tremendous interest shown in R/C. A transmitter is included and the entire package costs \$99.95 for the car/transmitter, or the plane/transmitter.



Gas powered cars are big this year, and Cox makes some of the finest. Any hobbyist would dig this American Eagle, parked under the tree on Xmas morning. It's a replica of the famous car designed and driven by Dan Gurney, whihc competed at Indy and made such an impressive showing. It's in 1/12 scale, which measures out an actual 13-1/4" long. The long, low sleek body is molded in authentic blue, with a white racing stripe and chrome accessories. It uses a dependable, easy-starting .049 engine, with dual rear wheel drive. Price is just \$12.98, or \$16.50 with racing accessories. A really exciting Christmas gift!



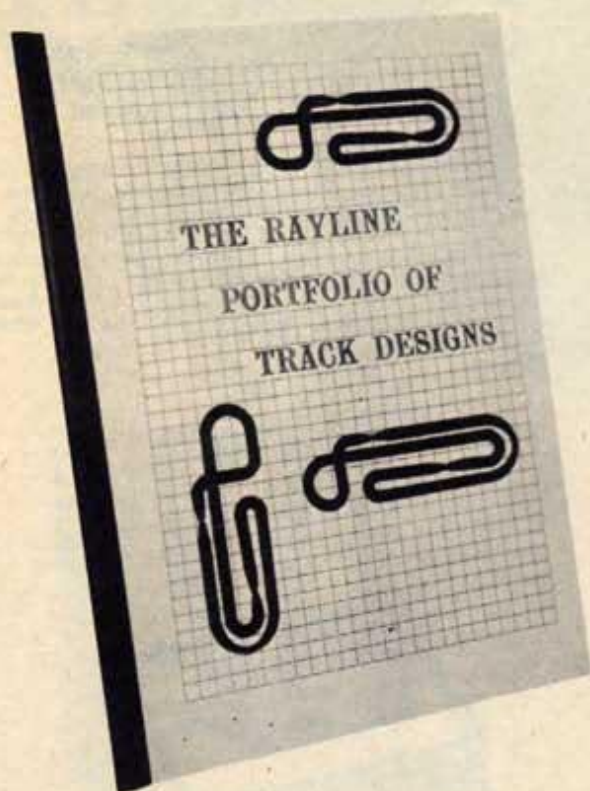




Here's a complete all-family home workshop! Dubbed the "Moto-Shop" by Dremel Mfg. Co., this great jig saw features a "power take-off" on the side, with a flexible shaft that will take buffing wheels, grinding wheels, disc sanders, and a host of other useful accessory bits. The saw only costs \$33.95, or \$49.95 with all the accessories. Available in nearly any hardware store, or tool department. A lifetime buy, and it's made with the same precision care that goes into Dremel's famous Moto-Tools.



There's a racing transporter in your future and it would look great in the pits of your HO scale track layout! Available in toy, hobby, department, variety, and drug stores all over the nation, this MATCHBOX transporter (#K-5) is ideal for use with your HO collection. It's made of diecast metal. The rear door lowers into a ramp, and the interior of the van is sectioned off by an interior ramp.



Every real racing buff craves the latest up-to-date information on his hobby. The Rayline Enthusiast Books are the way to go here. "The Rayline Portfolio of Track Designs" and "The Art of Track Building" are two excellent books on designing and building home raceways, for 1/32 and 1/24 scale. Also, "Motor Rewinding for Speed and Power" and "The Complete Book of Chassis Building" cover these two subjects thoroughly. Price is \$2.00 each. They're available by direct mail only from Western Hobbies Inc., P.O. Box 49978, Los Angeles, Calif. 90049. Include 50¢ handling.



Radio control car enthusiasts are a different breed, and their equipment is too! Testor makes a splendid R/C Mustang, complete with receiver and transmitter, for just \$100. You'll find it in hobby shops and department stores, all over the country, and you'll buy it, the minute you examine it closely. The whole family will have a ball running this car around the driveway or local supermarket parking lot. And of course, if you buy two sets, you're in the R/C racing business!





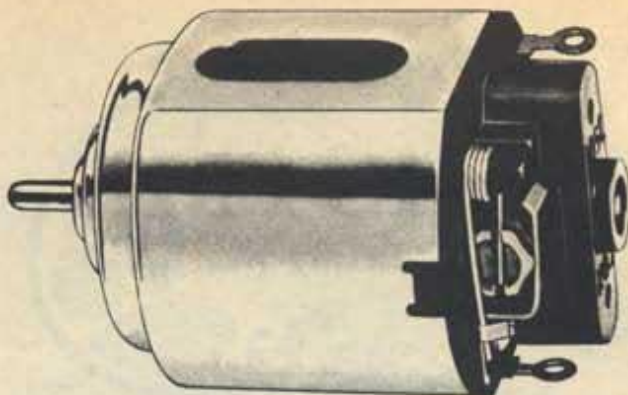
1/24 kit cars are all-time favorites also, and Russ-kit's line is one of the finest. The 2-D Chaparral, seen drifting through this corner, sells for \$10.00, making it one of the finest bargains around. The body is pre-painted and super-detailed, and the chassis is one of the "winningest." Your choice of Chaparral 2-D, Eagle F-1, McLaren MK II, Porsche Carrera, Lotus 40, or Chaparral Roadster.



The race-at-home crowd has never had it so good! Here's the famous Cox "Lil' Cucaracha" in 1/32 scale. It's a \$9.98 ready-to-win car that is patterned after its big brother, the winning 1/24 scale "La Cucaracha." Of course, if your modeler is interested in the 1/24 scale raceway cars, the big "Roach" is the best bet, and that one can be wrapped up and placed under your tree for just \$12.98. Either car has the ability to win, and the lucky new owner will be thrilled to get it.



Riggen puts out some BOSS ready-to-run 1/24 scale cars, with really advanced chassis. A Watson-Ford, Chappy X-L, and BRM H-16 Formula 1 car, complete with driver, wheel wrench, and a bottle of Tire Bite traction fluid, costs \$12.95 each. A Ferrari P-4 (shown) is their latest, with all of the goodies listed previously, plus a body that goes one step further in the looks department, with recessed headlights (non-working of course) that will set the concourse-minded buff atwitter.



Motors are what make slot cars go, so it's natural that they hold a lot of attraction for the real buff. Here are a pair of ideal "sock stuffers" for your favorite slot racer — the Cox NASCAR motors. The large size replaces the older TTX250 Cox model, and sells for \$4.00. The smaller one replaces any 16-D Mabuchi, and can be yours for just \$3.00.

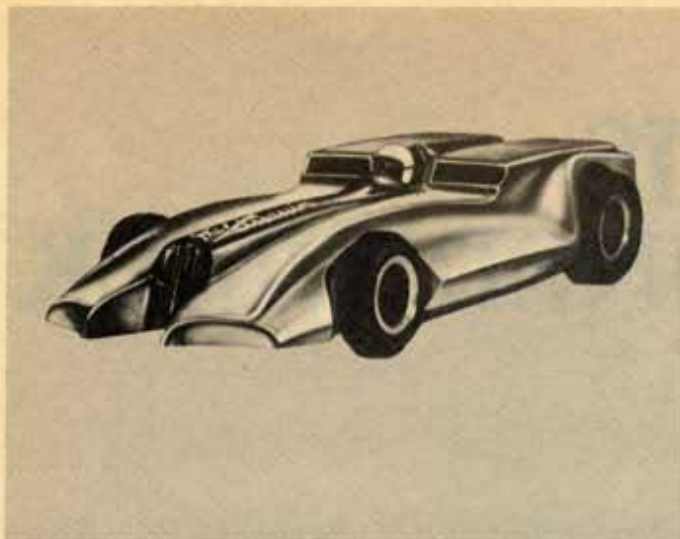


Another famous maker of 1/32 scale cars, is Strombecker. Their hot new line of home scale cars is awesome indeed. \$8.00 is the tag for such cars as the Ford "J" car, Ferrari P-2, Cheetah, Porsche Carrera 6, McKee, McLaren MK II, and American GT Coupe. These cars feature the brutally-fast Hemi 300 motor, and highly roadable brass chassis. You can't miss, if you decide on one of these beauties!



Hot motors again, this time Versitec's brilliantly designed "SS-101" can-type motor. It's one of the fastest on the "pro" racing scene today, and is small enough to fit into 1/32 cars, as well as the bigger 1/24 raceway machines. Ball bearings are used on the armature shaft, and the motor is put together with quality-conscious care. Look for this (as well as any of the other items shown here) at any well-stocked hobby shop or raceway.

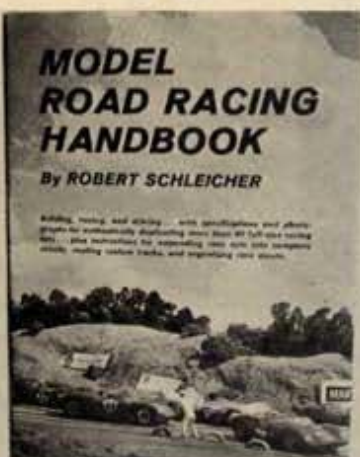




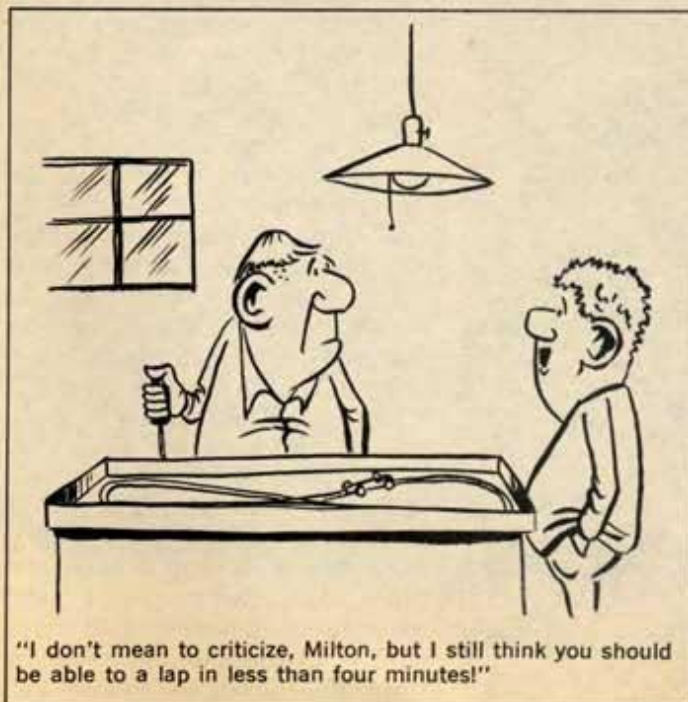
A hot new ready to run 1/24 slot car is on the scene just in time for the Yuletide festivities. It's Monogram's insane Assassin! Featuring a lightweight vacuum formed prepainted body (two-tone combination of Candy Gold with red headlights!) over a lightweight aluminum chassis and high-revving X-200S sidewinder motor, this \$12.00 car should appeal to the slot car enthusiast in a big way. And it's available now, anywhere in the country.



Leader of the Dodge "Scat Pack" is the all-new 1968 Charger kit, in 1/25 scale, by Model Products Corporation. This groovy looking car is just one of a series recently released by this company, and they're on the shelves of stores the country over. At \$2.00 they're a great, inexpensive buy, and any model builder would drool over one. This kit can be built as a "stock" car or a drag car, with high velocity stacks, racing headers, racing instrument panel, Hurst mag wheels, racing steering wheel, slicks, and a special clear see-through hood. Out of sight!



Here's a book that any enthusiast would be proud to have for their library! Robert Schleicher's MODEL ROAD RACING HANDBOOK is a hard-cover book that tells the entire story about slot racing, from the early days to the present. Describes this spectacular sport in detail. It's worth every cent of the \$8.95 it costs. Available at book stores, or directly from D. Van Nostrand Co., Inc., Dept. MCT, 120 Alexander St., Princeton, N.J. 08540.





# HAPPINESS IS A WELL PLANNED TRACK

By George Siposs

It's easy to build and FUN!

Here's a garage corner club track with BIG features!

## Part One of Two Parts

I once knew a fellow who started to build "the track to end all tracks." He spent about two weeks every night in the garage hammering, sawing, and painting. The first race was eagerly awaited by his friends but, soon after it took place, their enthusiasm died out. Something went wrong somewhere.

The track was made with good tools and good material, yet you just did not get a "bang" out of driving on it.

It was not a *well planned* track, that's all.

Having built more tracks than any of my friends except Ray Hoy, (and I have quite a number in the slot racing fraternity) I have finally come to the conclusion that, in order to derive hours, days and months of pleasure from a track, it must have certain important features. Not only does it have to be smooth (not slippery, but smooth so that cars do not bounce all over) and have good electrical pickup braids, but it must have certain features (call them gimmicks if you like) that mean all the difference in the world between having "toy cars on a table top" and driving *high performance miniature automobiles*. It has to be challenging, so you do not become bored during a long distance race. Believe me I have seen tracks that you could drive with your eyes closed, strictly by the sound of the cars. The well





planned track has to be easily marshalled and most of all, each car has to have an *equal chance of winning*.

Now you can talk to me for hours about "figure-eight-lap length equalizing systems," but I can assure you that just because the lane distances are exactly equal it does not mean that you can hit the same lap speeds on any lane. Word soon gets around about that "fast" slot. The *only* reliable method I know of is simply this: let each car run on *each* lane for *equal* periods. Add up the total number of laps covered by each car at the end of the race and you have a "fair and square" system. Provide a switch to alternately connect the controller sockets with whatever lane their respective cars are on and you've really got something!

The track described in this article is novel in that it has all the desirable features, yet it is easy to build mainly because there is no overpass on it. The track features are the result of many years of research to find out what makes a successful home track "click" with the gang.

### TRACK SURFACE

That old faithful particle board was used for the track surface. This material is easy to route the slot into, and it bends quite readily so mountain sections can be simply twisted into shape. I first transferred the track diagram on the particle board and, having marked the centers for each turn, I routed a 3/16" deep by 1/8" wide slot first, and followed it up with a special cutter that cut a recess (3/16" wide by 1/32" deep) beside each slot. When the Cox StikTrak braid was inserted into the recesses, it was completely flush with the track surface.

For the mountain sections I simply made a saw cut between each hairpin section and lifted up the particle board to the desired height. Then I put wooden blocks under it. This is a simple method to create "serpentine" just like the European mountain roads.

At this point I painted the

track surface. Painting is ideally done before the braid is laid down but there is always the danger of getting paint on the recesses and then the braid would not stick. So, just take it easy and be careful not to slop paint on the track conductors.

Particle board by itself is not quite stiff enough. One always has to figure on an over-enthusiastic track marshal or driver putting his full weight on the track while trying to retrieve a car. It is for this reason that I put 3/8" thick plywood under the particle board. Here and there white glue and screws hold the track to its base. Make sure that the base hugs the track underneath and follows its every contour especially between the hairpins.

The track paint is a matter of individual taste. Having tried black in the past, I chose dark grey this time because it resembles a road surface more closely. I like semi-gloss house paint but you may prefer vinyl or blackboard paint.

While the paint is drying let us work on the table which supports the track.

### TABLE

In order to save space in the garage I planned the track so that it could be stored in the corner between races. I can still run cars on it but access is somewhat limited. The track is at a convenient height (the surface is 33 inches from the floor) and the space underneath can be used for storage. Thus my wife cannot complain. In addition the lower portion of the track base adds further strength to the structure. Under the base there are several casters mounted which make it very easy to roll out the track to the middle of the garage for the race so it is accessible from all sides.

### SCENERY

Hills are an essential part of any track. Without them a track would look artificial. The easiest method I found (again after

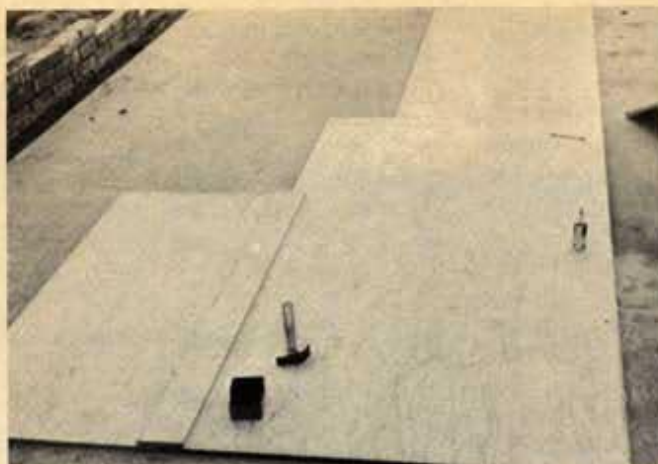
years of trying and exchanging information) was simply this: first put blocks of wood at the sections where you want the hills or mountains to have their peak and cover the blocks with fine mesh wire screen. Now mix Plaster of Paris and Permascene (in equal parts) and apply this "glop" on top of the screen. Plaster of Paris alone gives you a smooth surface whereas Permascene takes ages to apply. Combine the two however and the result is easy to apply and looks very realistic.

Brushing any kind of paint on the hills would scrape off the Permascene compound. Solution: use Testor's spray paint. First spray the entire mountain with #30R green and then here and there apply blotches of #40 brown to simulate bare earth. One can of each color did the trick for my entire track. On the flat sections I painted the in-fields with the same paints. Since spray paint is shiny when dry and looks artificial, I used Testor's Dullcote Spray Lacquer to turn the paint job into an inviting countryside. Whereas it used to take at least an evening to paint a home track, this time it took me less than 15 minutes.

If you'd like more detailed data on building home tracks than we can show you here in this limited space, I recommend you send for the two Rayline books on this exciting subject. They are "The Art of Track Building" and "The Rayline Portfolio of Track Designs" and sell for just \$2.00 each, plus 50¢ handling. Send to Rayline Slot Racing Company, P.O. Box 1738, Thousand Oaks, Calif. 91360. They completely cover the subject of building really top notch model car racing layouts, from design through detailed landscaping.

If you are busy swinging the saw while you read this article and are actually building a track (can anyone resist building a track at least one a year?) this section should suffice until next month when, in Part II of this article, I will tell you about the more involved technical features of this track. See you then.





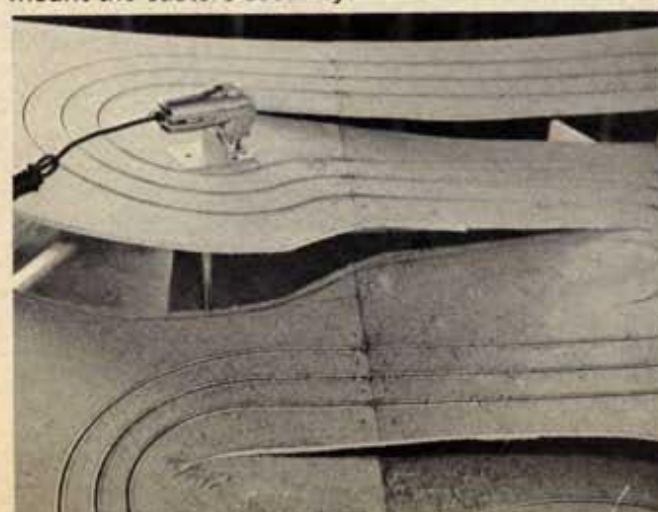
The plywood (lower) base for the track is made from two sheets. Cut them to size and lay them on a flat surface.



Lay the strip on top of the joint and nail it down securely. Let it dry for 24 hours.



Drill holes for the caster mounting screws and mount the casters securely.



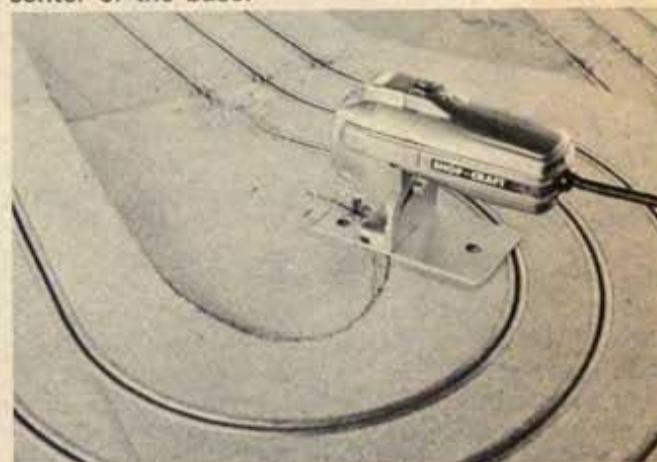
... the track sections can be lifted up, and supported by blocks to form mountains.



Apply white glue to a 1-foot wide piece of plywood. This will make the lap joint.



Mark the location of the caster mounting holes. Drill one in each corner and three more under the center of the base.



Having routed the slots and laid the tapes make sawcuts between the hairpins so . . . . .



Mix Perma-Scene and Plaster of Paris in an old plastic bucket. You have to work fast.





Work this wet mixture over the previously laid wire mesh screen that forms the hills.



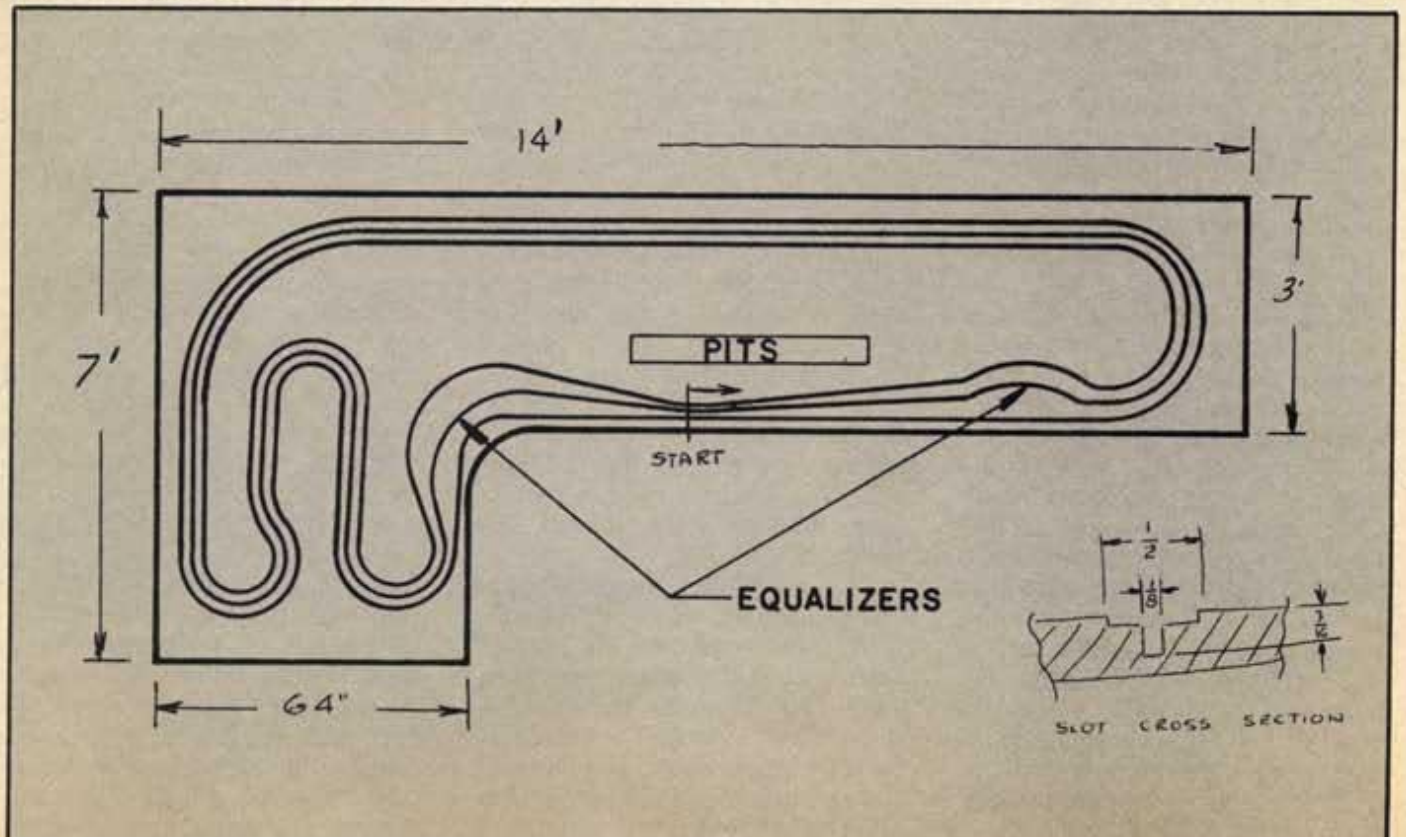
Testor's paints and Dullcoat make a track-builders work a delight. Spray the hills with green first, then follow it up with brown to simulate bare earth.



Outdoor housepaint makes a smooth durable track surface. Two coats should be sufficient.



To be continued next month.





# **SUPER-STAT**

## **THE THINKING MAN'S CONTROLLER**

How times have changed! Some of us "old timers" remember when a guy had to have an asbestos hand just to be able to hold a controller long enough to finish even a short sprint race! Controllers used to get H-O-T guys, and as Jose Rodriguez once said, "I've got the scar tissue to prove it."

Not any more, and it's about time too. The modern controllers stand head and shoulders (watts and ohms?) above their ancestors, and in this enlightened day and age you can buy a controller that will give you totally reliable service, sensitive feel, and flexibility of operation. By that we mean that most modern controllers are going the "varying resistance" route, which we think is just great! No longer do you have to buy several controllers to handle the various motors. It makes no difference if you're racing a 1/24 scale, and are using a motor that requires a 4 ohm controller, or if you're dicing on a 1/32 scale home track and using a motor that requires a 20 ohm controller, a modern controller will handle it.

One of the finest of the "new wave" of controllers is the "Super-Stat" by Tower Engineering. You no doubt recognize the name "Tower-Stat." This great little \$4.95 controller got raves from us a few issues back, and we rated it as one of the best buys on the market. We still do! However, now Tower Engineering has released their radically new "Super-Stat" and we're really impressed.

The Super-Stat features the same controller handle used on the Tower Stat, except the resistor blocks have been removed from inside the handle and placed in a special metal box on the terminal end of the wiring harness. A phone plug is built into this box too, which simply plugs into the phone jack on the track.

The big news is inside this little metal box, however. You'll find four resistance "wafers," each with a different resistance value. By juggling these resistors you can come up with different ohm ratings. The "stock" controller comes equipped with a total of 10 ohms of resistance

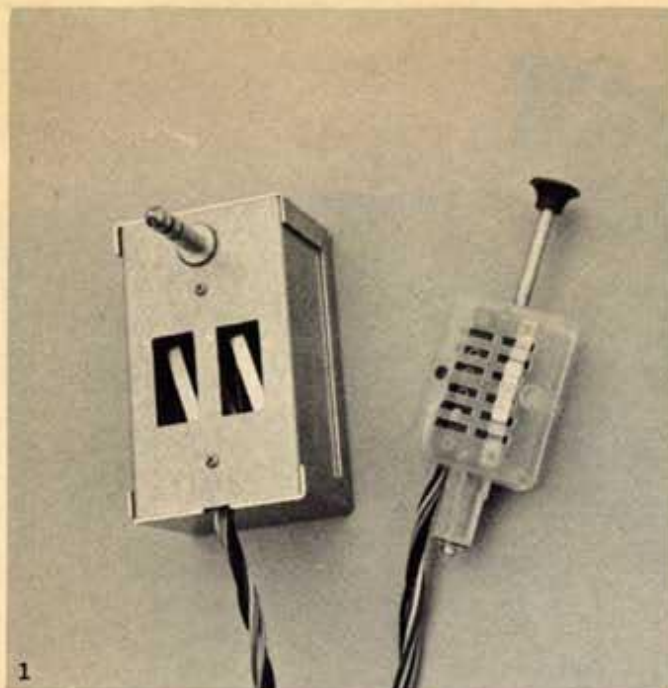
blocks. These blocks simply plug into the box — no soldering is required. A very complete instruction sheet is included. If you want to really go the route when it comes to "fine tuning" your controller to suit your motor, you can obtain resistors for \$1.00 each, from the factory, in one, two, three, four, five, seven, and ten ohm units.

By placing these resistors in the box, away from the driver's hand, heat is no problem. Of course the resistors still get hot, which is natural, but the heat is not in your hand. You can race without having to grit your teeth once!

This new controller is priced at \$14.95 postage paid, and can be obtained at many good racing shops around the country. If you can't locate it, buy directly from Tower Engineering, P.O. Box 32, Dept. MCS, Valley Stream, N.Y.

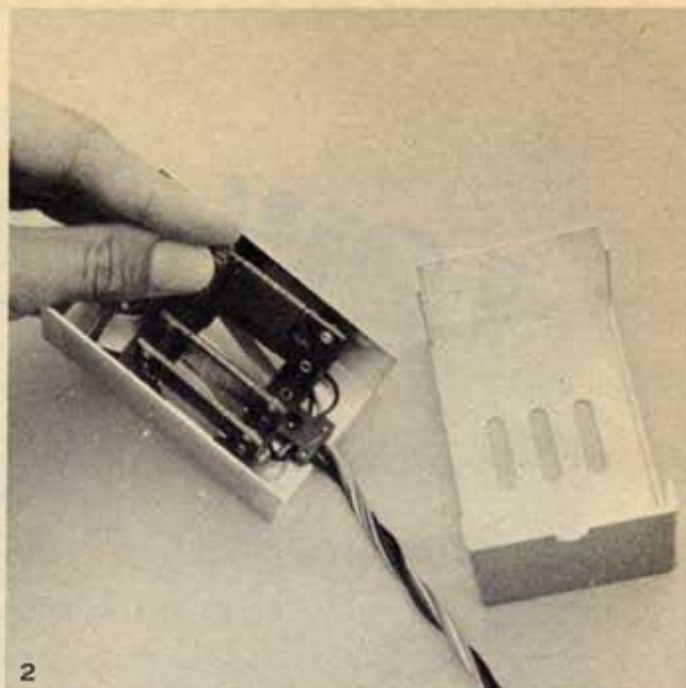
The feel of this controller is superb. The handle is so light (under one ounce!) that you hardly know it's in your hand. You can drive your car with fantastic precision. Before you buy another controller, check this one out.





1

The "Super-Stat" controller uses the same basic case as the older \$4.98 Tower-Stat, but the resistance blocks have been removed from the handle and placed in the metal case.



2

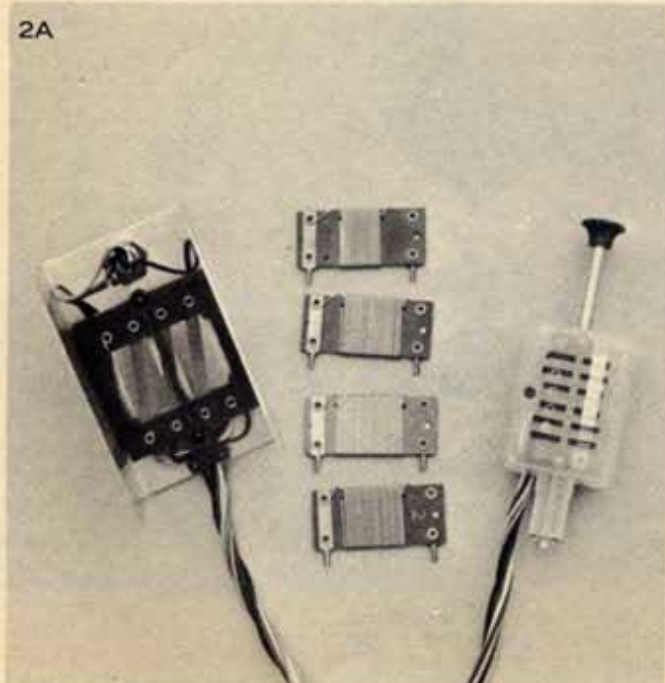
The resistance blocks can be changed instantly, with no soldering necessary, as they plug in. You can change the resistance in a flash, from say, 15

## SUPER-STAT

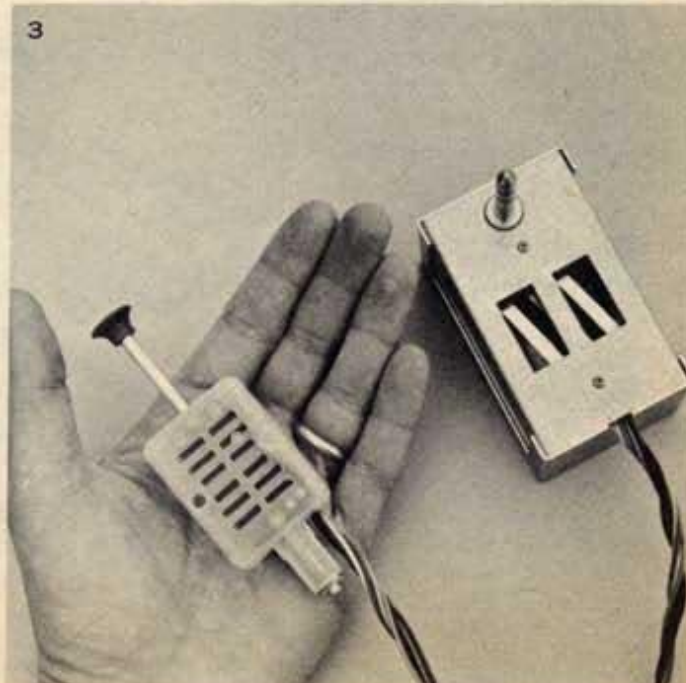
ohms, to 5 ohms. Thus this one controller will work with any motor, and for 1/32 or 1/24 with equal ease. Accessory resistance blocks can be purchased.

The heat generated inside this case is very little, thanks to efficient design, and even that is nowhere near the driver's hand. The controller case remains as cool as a cucumber.

2A



3



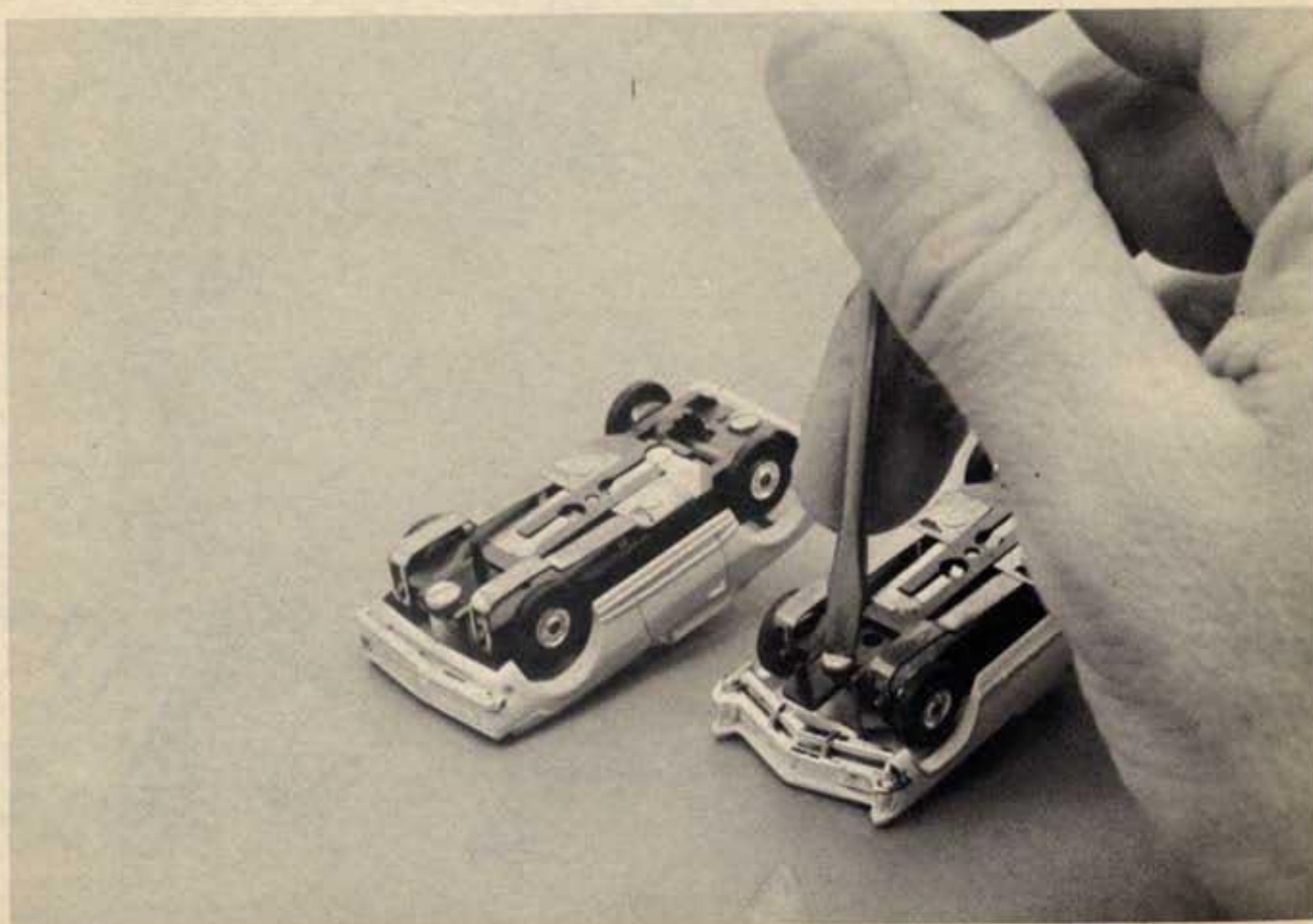


# LOW-COST HO HOP-UPS

Get the most performance for the least money

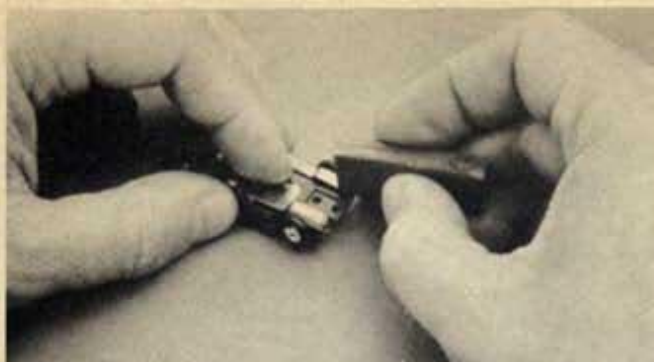
Like any mass-produced item, the HO scale cars will benefit from a few personal touches. Performance can be increased by about 20% or more with some careful attention to pickup pin, pickup brushes, magnets, body height and weight, and a better choice of front and rear tires and

wheels. Sounds exotic and expensive, but the total hop-up cost, following these tips, should be less than \$1.50. Most of the steps can be completed without spending a dime. No wonder HO is *the most popular scale model car racing* — it's fun, and low in cost.

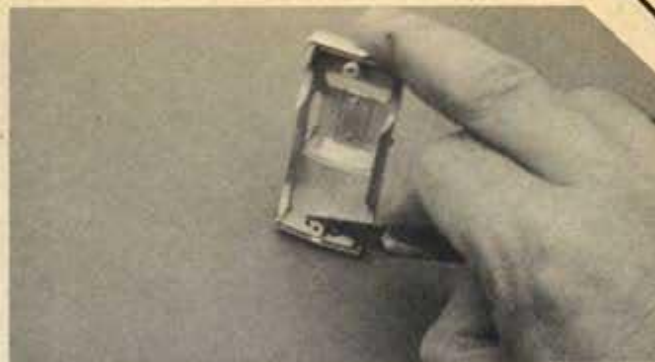


One of quickest mods to improve the cornering speed of most HO cars is to merely pivot the guide pin 180° and retighten screw. Try it and see.





A hard rubber eraser is the best tool in the HO racers box. Use it once a week to clean dirt and oxides from pickup strips.



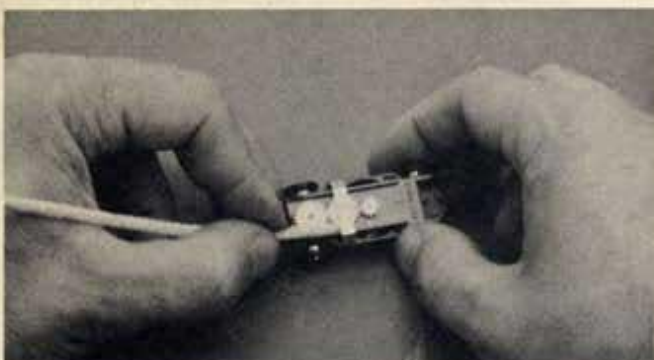
Most HO bodies set far too high on chassis, making it easier to roll. Trim about 1/16" from both the front and rear mounting posts.



Often, a bit of the top of the chassis must be trimmed to clear rear windows.



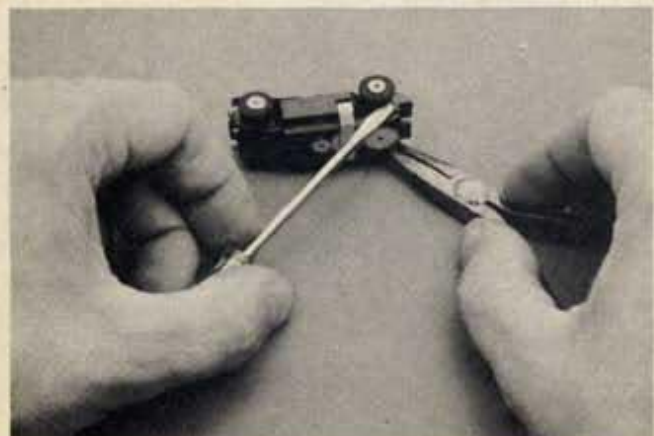
Top-heaviness can be further reduced by grinding down the thickness of the body. Exacto's \$5.95 battery-powered drill works great.



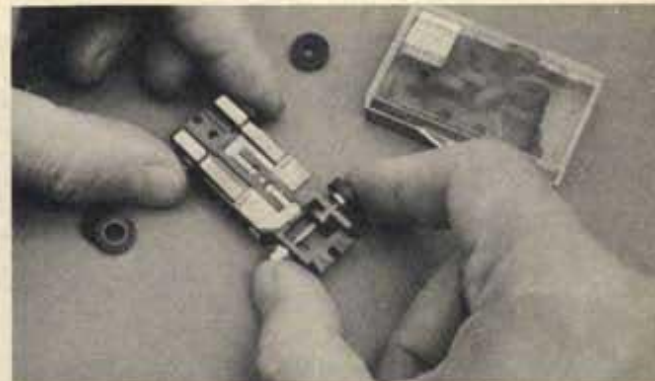
Clean all gummy lint, dust, and oil from around the gear with a pipe cleaner dipped in lacquer thinner. A small brush helps.



Apply thin machine oil to each gear shaft, and to each axle bearing. Keep off the gear teeth. Use light grease there.

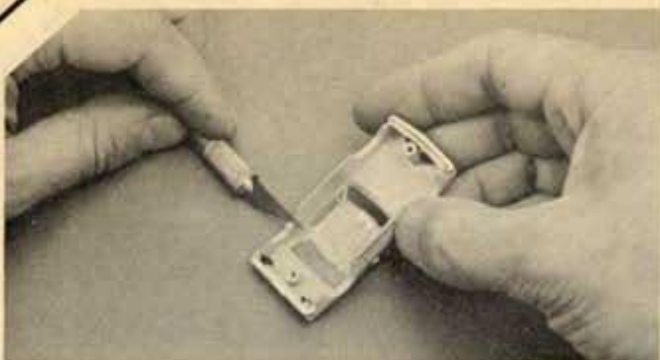


Rear wheels can be spread apart about 1/8" by prying out with a screwdriver. Epoxy to end of axle if loose.



LaGanke #H230 "Tiger Paws" silicone tires slip right on stock HO wheels. This corner-power tire is only 78¢.

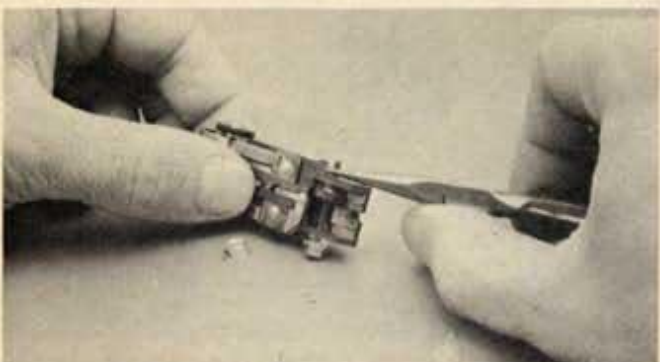




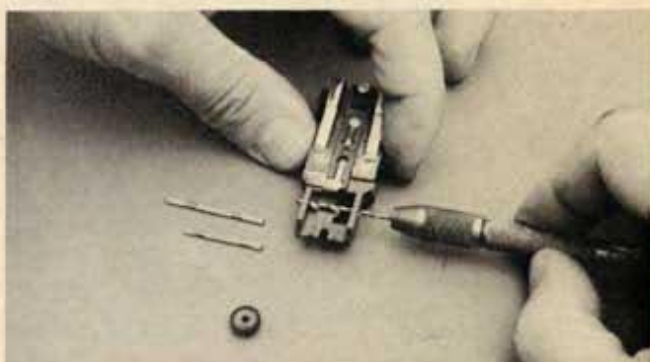
A bit of each wheel cutout must be shaved away to clear the larger LaGanke tires and others as well.



Spaced-out wheels, LaGanke Tiger Paws add a "Mustang-hunter" look to Camaro.



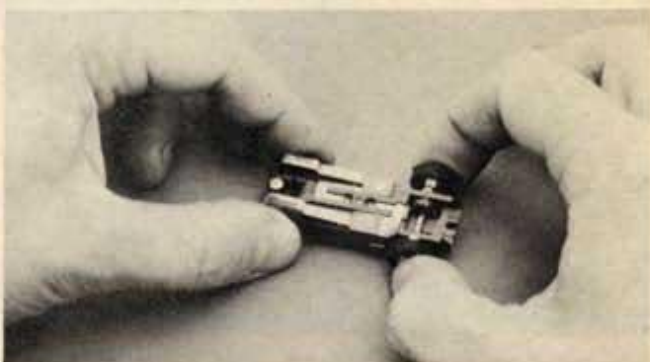
For most other types of "super-traction" tires, rear axle and wheels must be pulled.



Drill axle holes oversize using a #51 drill bit for axle from Aurora "Hop Up" kit.



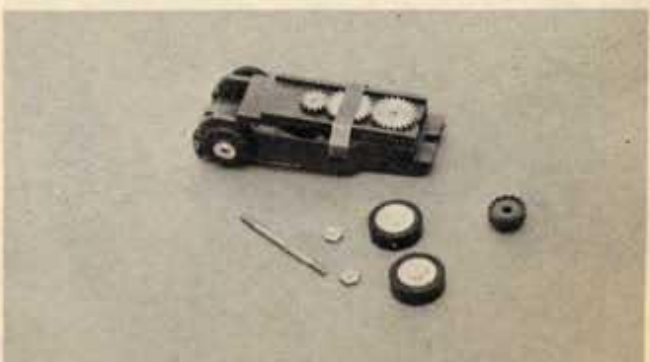
Enlarge axle hole in gear with a #52 bit.



Press larger Aurora axle into gear and center in frame. Press on AJ's 49¢ silicone tires and plated plastic wheel kit #007.



Rear wheel cutouts must be enlarged even more to clear the wider and larger AJ's.



Alternate rear tire setup for HO is the #TK110 AJ's closed-cell foam tires and wheels. Bearing and gear holes enlarged.





Press the threaded axle from the AJ's #TK-110 kit into gear and chassis. Center.



Thread lock nuts and wheels onto rear axle, holding nut while wheel is tightened.



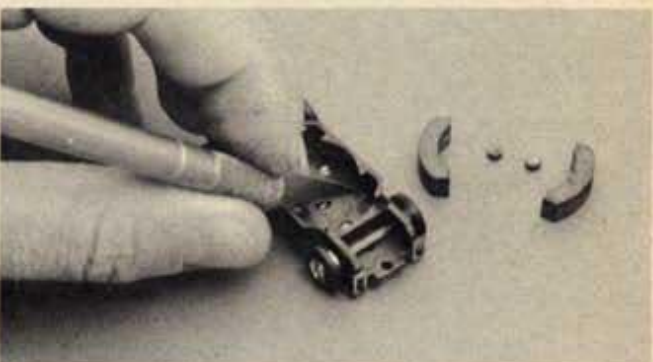
AJ's closed-cell tires are about same size as their Silicone's. Enlarge wheel cutouts.



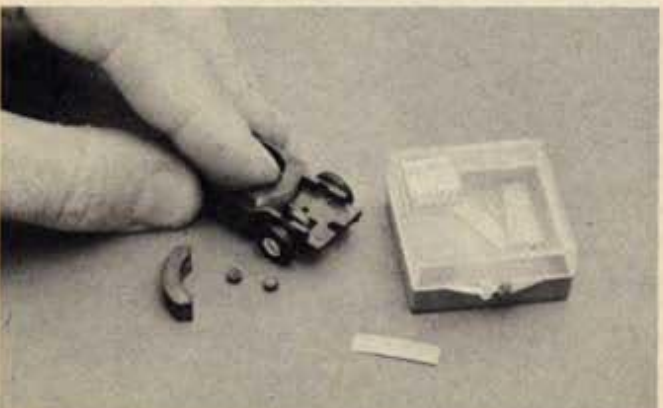
Remove spring clip from Aurora chassis to allow access to armature, magnets.



Clean the copper face of the armature with the hard rubber eraser. Wipe clean.



Lift magnets from chassis, and trim only 1/64" from their retaining blocks shown.



LaGanke #H250 "Tiger Shims" are brass shims to reduce clearance between magnets and armature for better brakes, acceleration.

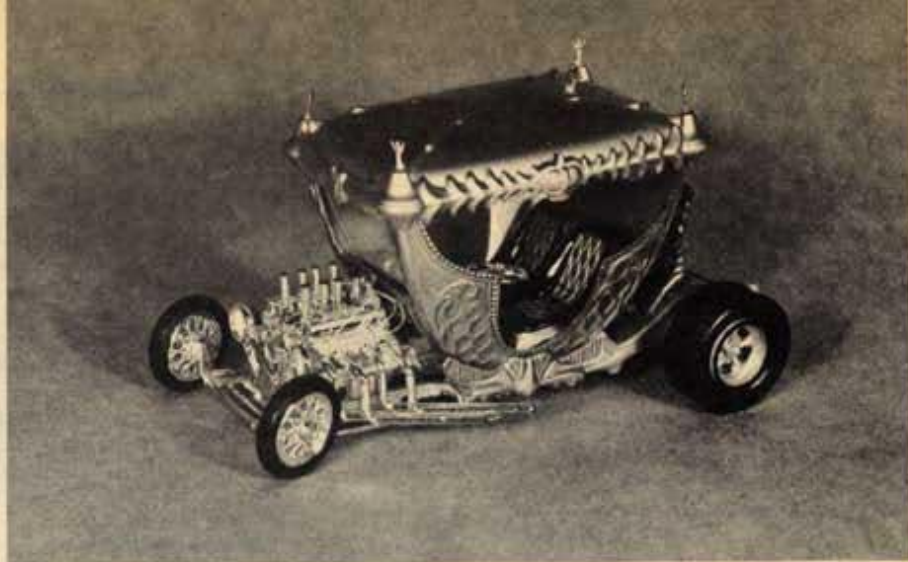


Super-modified Aurora, following ideas here, turned 20% faster lap times, has "tough" appearance with AJ's rear tires, LaGanke "Tiger Paws" on front wheels.



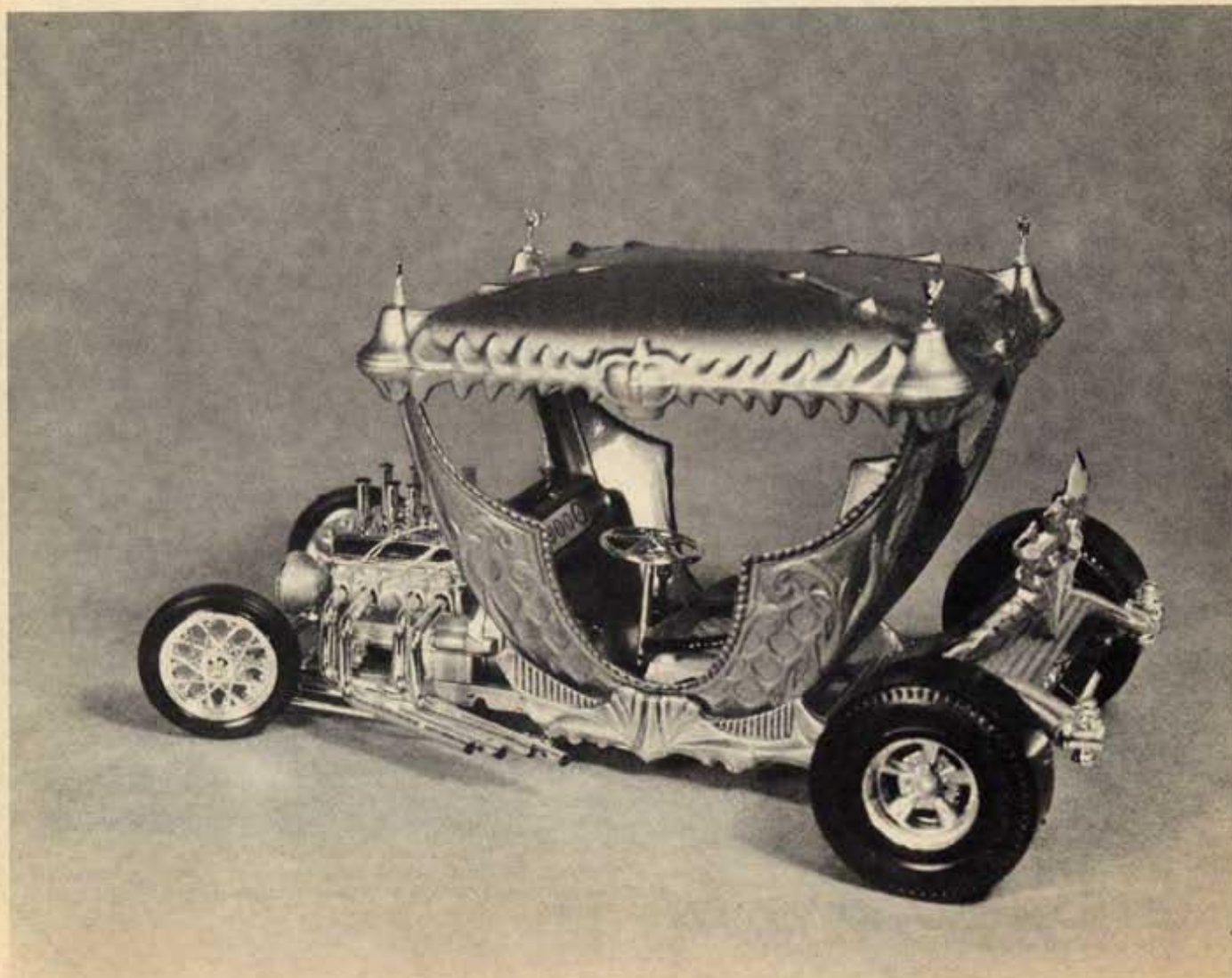


## MODEL OF THE MONTH



A \$25 Savings Bond, and our congratulations go to a U.S. Marine, Wes Hofferber, who is now stationed at San Diego, California. Wes built his "Angel T" after watching the movie "Cinderella" on television, way back when he was just 14 years old! The idea stuck with him, and eventually he began to build. The body of the car (pumpkin?) is (are you ready for this?) a discarded perfume box! A Buick mill powers the rapid coach, complete with fuel injection. A four speed hydro transmis-

sion, quick change rear end, and bucket seats were among his innovations. The paint is Candy Lacquer Gold, along with an interior of black and gold diamond "tuck." It took three months, and 150 hours of total attention to detail, to finish this model. There is a possibility that this car will be followed up with a real 1:1 scale version, when Wes kicks the Marine habit, in a few years. We can't wait to see it Wes!

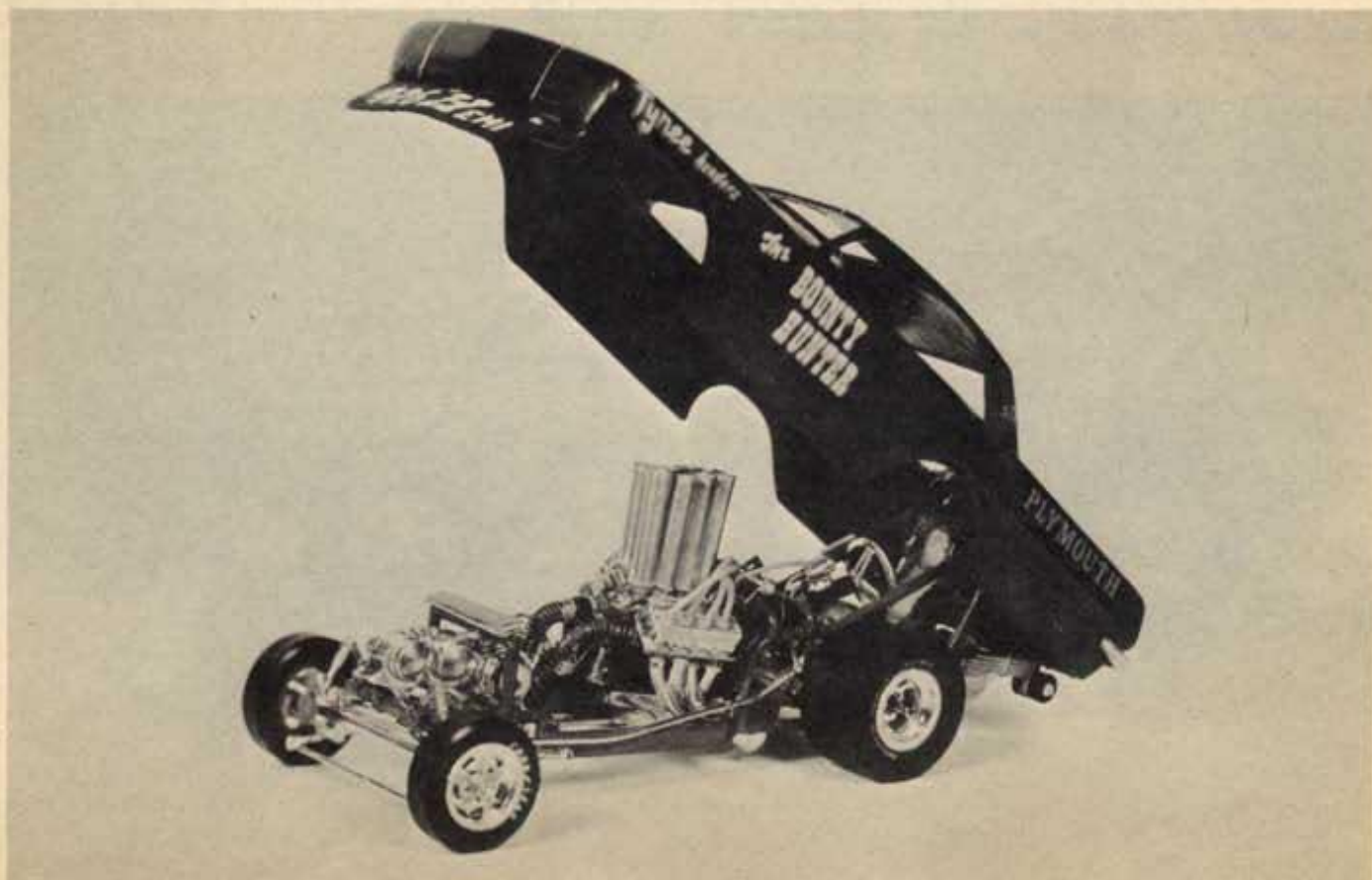




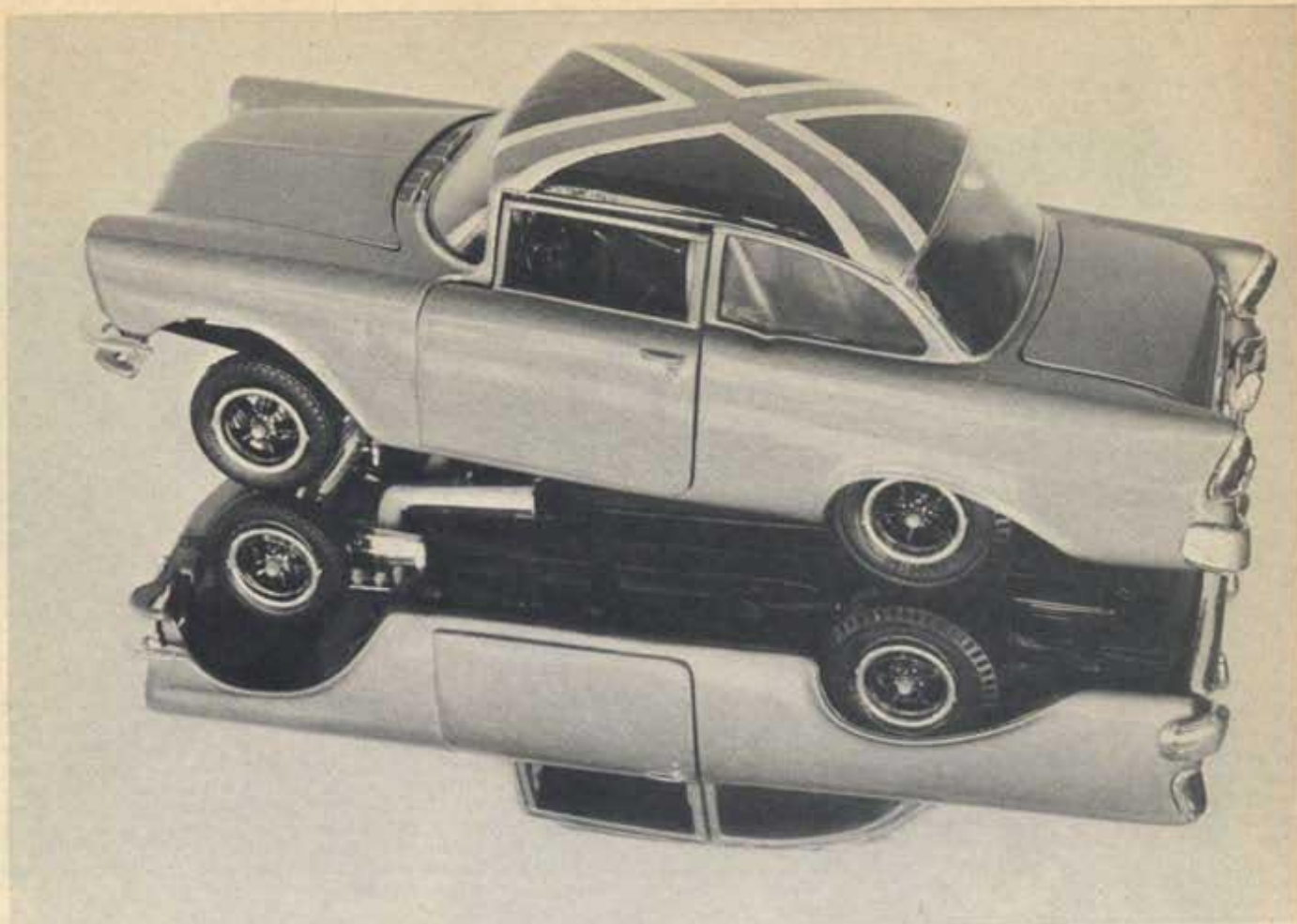


"The Bounty Hunter" started out life as a Pontiac Tempest 2-door sedan. Then Mike Miljanovic, of Hamilton, Ontario, Canada began to get ideas! Mike removed the door pillars, and chopped and lowered the front of the roof about 1/8", to give it the proper amount of rake. The top was then opened up to clear the velocity stacks, and the front end was sectioned and molded in. The hood was extended 1/2" back and the doors, deck, and hood lines were filled in. The interior was moved

to the trunk. A moulded scoop holds the wired parachute. Stock bumpers were retained, but the rear end was molded in. The front wheel wells were extended 1/2", and all excess chrome was removed. Fifteen coats of metalflake burgundy topped it off. The "426" Hemi came from a Barracuda Funny Car. Axles and steering are from a double dragster kit, with the rear end carrying a scratched turbo-axle with release cord and fuel lines. Beautiful, Mike!







Here's a '56 Chev with class! Jim Capogreca, of Albany, Georgia, installed a fully wired "327" mill in his super-clean 2-door, complete with headers from AMT's '64 Falcon. The front suspension is

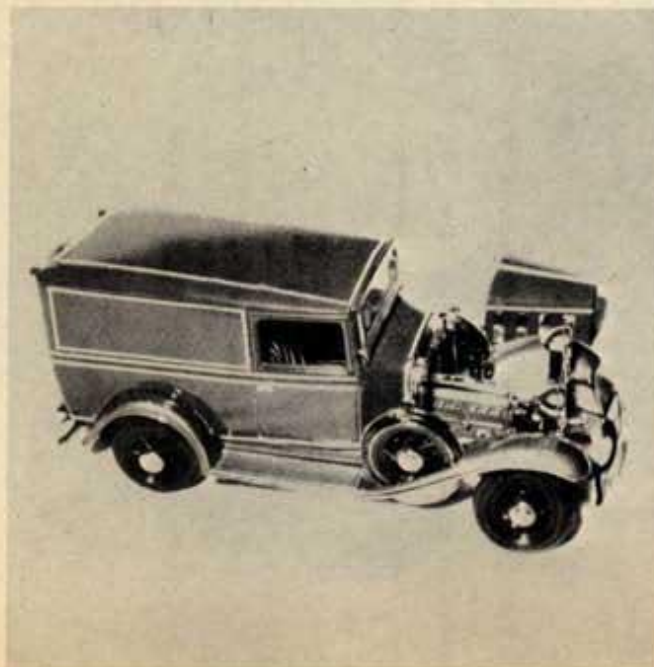
the straight axle from AMT's '55 Chev Nomad. Jim whipped up a black velvet interior with wood grain trim. Looks good enough to get into and drive off in, Jim!





We've always enjoyed straight-forward, "clean" designs, and Randy Medd's AMT Mercury Cougar Funny Car fills the bill perfectly. Randy is living proof that Deerfield, Illinois, his home, has to be reckoned with when it comes to growing excellent model builders. Randy moved the front wheels up 6 scale inches, and the rear wheels up 9 scale inches. The engine is the racing version of the Merc "390" engine, with the curved ram tubes on the Weber carbs cut off, and slanted forward. The

frame was scratched from 1/8" dowel rod. The rear axle assembly is from the Cougar and the front unit from the AMT Camaro. The body is painted with AMT Blue Fog, and clear. Letterings by Auto World, and some decals. The slicks are from AMT's '67 kits. Front wheels, tires and modified rear wheels are from the Cougar. The bumpers are painted silver, to simulate chromed fiberglass. It took 14 year old Randy, one month to complete this cool machine.

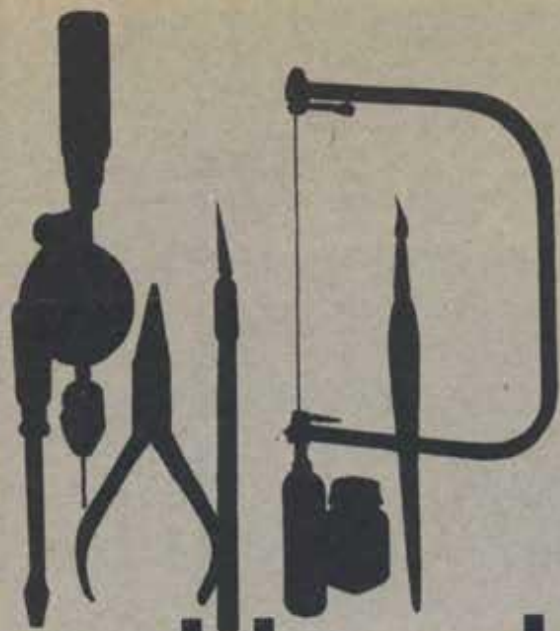


Color this one nearly stock, with super-detailing added, and you have William Fleming's beautiful MPC '33 Chev truck. Bill lives in Roma, N.Y. and holds up the East's honor this month in the grand manner. The body was given seven coats of dark blue paint, with three coats of clear. The fenders are of a lighter shade of blue. Bill trimmed the body in yellow pin stripes. The underside and engine are fully wired and painted. Ah, so nice Bill. Keep it up!

#### HOW TO ENTER OUR CONTEST

You can enter any kind of a model you like (train, plane, boat, car, etc.) so let your imagination run wild! Just send one or two sharp black and white (no color please, we can't use it) photographs of the model, and a brief description of what you have done to it. Remember, other readers are interested in what you have done to your model, so be specific when mentioning the parts that you used. Send to: Editor, MCS, 171 Barrington Place, West Los Angeles, California 90049. Sorry, we can't return photos.





# MODEL MECHANICS

NEW IDEAS TO IMPROVE YOUR MODEL BUILDING

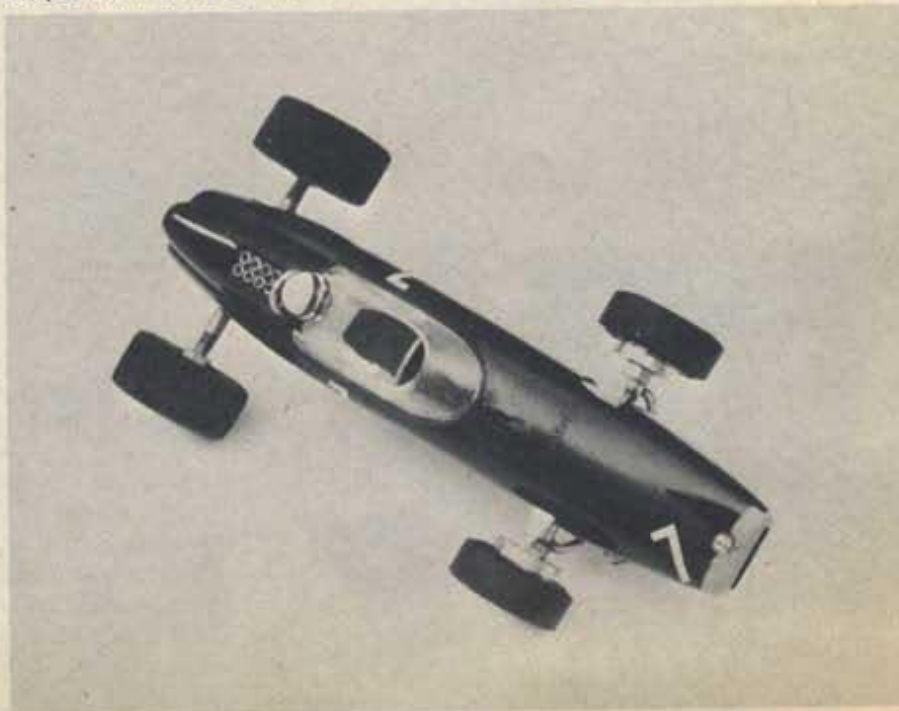
Ever look at a model of an open wheeled race car, like a Lotus 38 or BRM, and wonder why the model doesn't look like the real car? If the model you are looking at happens to be yours, this can be a little disappointing, especially after you have spent several hours painting and detailing it to look as real as possible.

Full size open wheeled racing cars expose a good deal of their chassis to the world. Your model doesn't have the same complicated chassis as the real car, so, when you model one of these cars, the ultra-simple chassis of a model is partially exposed. If you really had springs and shock absorbers, and anti-roll bars, and uprights, and assorted torque arms on your model, an open wheeled car would show them off. Like most of the rest of us model car racers and builders, you probably have a simple  $\frac{1}{8}$ -inch steel axle connecting the wheels to the chassis — no suspension or

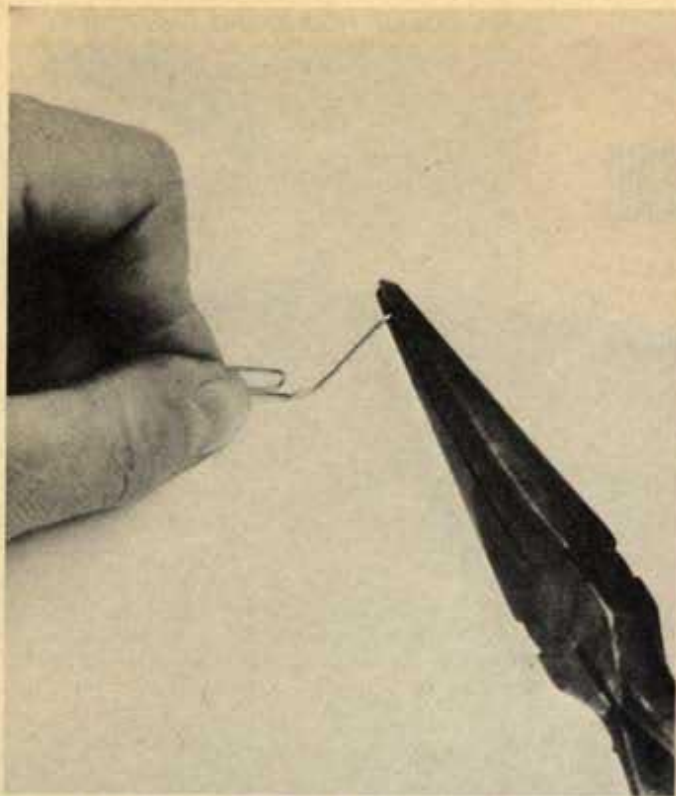
springing at all. The way to fill up that area between the wheels and the body, to look as cluttered as a real car, is simple — fake it. A few paperclips (preferably the plated ones with the silvery color) can be bent as shown here, inserted into holes

you drill in the sides of the body, and epoxied in place. It is a sure way toward more concours points at the next race, and it gives your models that custom detailed look of the pros. Try it — all you can lose is a few paperclips.

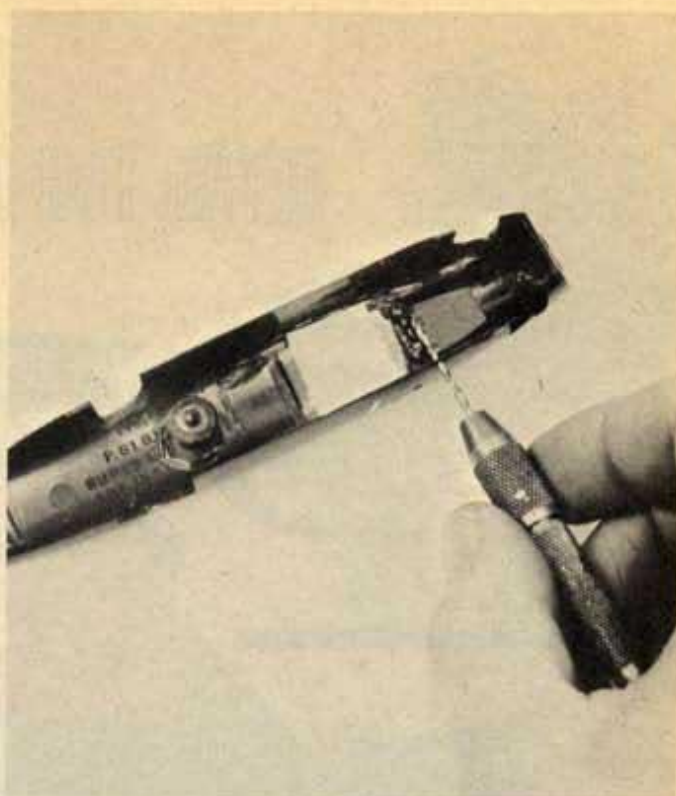
Most Grand Prix or "Indy" cars (those without fenders) will look much more like the real thing if the suspension arms of the full-size car are added.







Needle nose pliers are the easiest to use to get the tight bends in the paperclip wire. Photos of the real car will show the general shape of the suspension parts.



Drill two 1/32 inch holes on each side of the body so the rear suspension members (the bent paperclip on your model) can fit into them.

The paperclip rear suspension parts make this 1/32 scale BRM Grand Prix car look even more like the real thing by filling up the empty space between wheels and body with simulated rear suspension arms.







## DETAIL FOR REAL

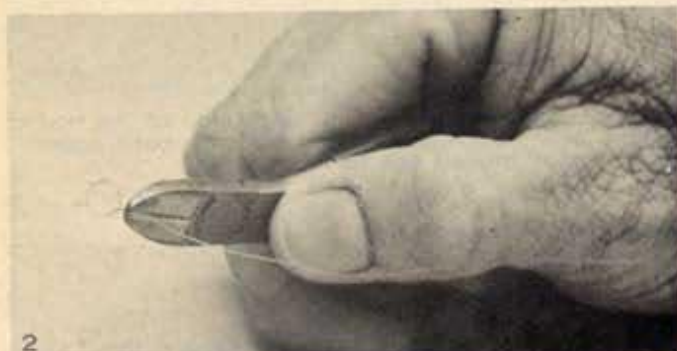
By Don Emmons

### RING PULLS FOR DRAG CHUTES



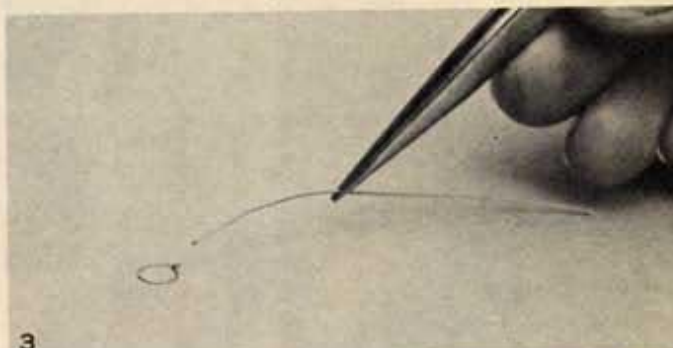
1

Bend a piece of very small gauge wire around a pencil or similar object.



2

Now that wire is twisted together to hold the loop, cut off excess about 1/16-inch from loop.



3

Put a dab of glue on the end of the wire and set a length of heavy sewing thread on this.



4

Hold thread to chassis to check where it should be cut to fit the chute properly.



5

A good hold-down piece can be made from copper wire. The wire in an electrical cord is very fine and is the perfect size for this.



6

Proof positive! This seemingly unimportant detail adds that final touch of realism, and can pick up many points in a contest.

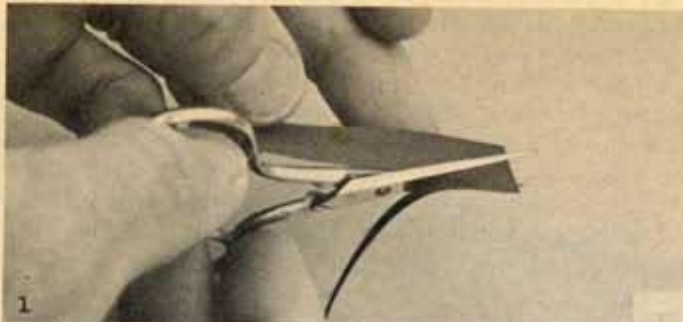


7

Funny Cars with chutes usually have the cable running through the inside much like this one.



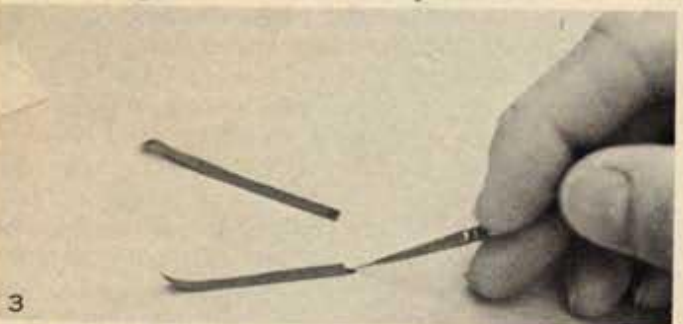
## CLOTH SEAT BELTS



1  
Use a piece of seam binding tape of any color that compliments the interior. Cut a 1/8-inch wide strip. You can buy seam binding tape at sewing supplies counter.



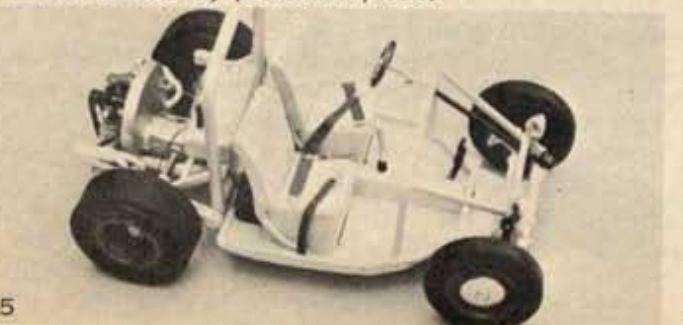
2  
To simulate buckles on the ends, place a small amount of glue there and let it dry.



3  
Use Chrome Silver paint on the glued areas.



4  
Hold finished belt to seat and cut off excess length. Glue end to floor and a very little to edge of seat cushion to hold top portion in place.

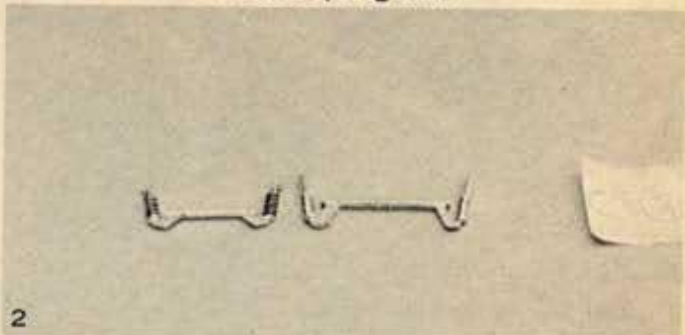


5  
Our Dune Buggy sports these seat belts. The tape is just the right thickness to be in scale.

## MORE REALISTIC COIL SPRINGS



1  
Use a small brush and flat black paint to fill in the lower areas on the stock spring unit.



2  
Now compare the detailed unit with the plain chromed (out of the box) spring assembly. See how simple it is to detail your models?



3  
The round chromed areas on the Ala Kart suspension should be painted flat black.

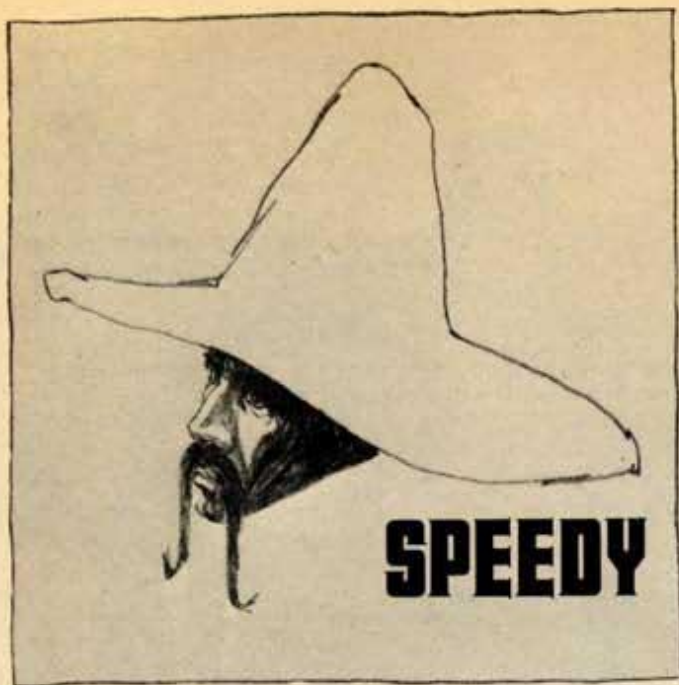


4  
Fit small metal spring over painted areas. Cut off excess spring. You can buy these springs at most hardware stores.



5  
Finished rear end has been fitted to a '40 Ford chassis. These springs add so much to the appearance of the chassis.





Tell me the truth amigos, did you really miss ol' Speed-O? I've been jetting all over this tired old globe in the past few months, just looking and listening, trying to figure out what's happening on the modelling scene.

Well, it's pretty interesting, I can tell you for sure. You'll find a good story on the latest in hobby releases in this issue, taken from the recent Mini-Trade show held at the L.A. International hotel. There's a lot going on, and you can be sure we'll have the latest up-to-date information on any of the new products, the minute we get it.

The slot business has survived the shakeup, from the looks of it. Although many shops are out of business, there are also many left, and amigos, these are the ones that are going like gang busters, and they're here to stay! Racing is the greatest at these places, and if you have one near you, count yourself lucky. As a matter of fact, some sharp businessmen are opening new shops. They realize that now is the time to open a shop, because most of their opposition is gone, and they'll get more than their share of the business now. It looks to me like the "new wave" of shop owners is arriving on the scene. The sharp manufacturers know this too, and new equipment is appearing with increasing regularity.

Suddenly it's 1965 again, with the bustle of business and the excitement that went with that "Golden Year." Many of you fellas on the East Coast will probably think I'm insane, because the East is usually about a year behind the West in "fads" and new ideas. I'm not saying this to slight you Easterners, honestly, that's just the way it is. Most of the really hot ideas start at the Pacific Ocean, and move slowly East. Well, back East the shakedown is still in process, and it looks pretty bleak. Here it's over with, and business is booming again. Hang on, it'll get better.

The demise of many of the big commercial shops did push the "home scale" (1/32) into

prominence again, simply because a guy had two choices facing him when the local slot shop closed, and there wasn't another one even close. He could either quit slot racing, or build a track at home, and of course, most true buffs elected to build at home, and go the 1/32 scale route.

Lancer's new 1/32 bodies will do more for 1/32 racing than you can imagine! Slip these beautiful shells over a Monogram, Strombecker, or Aurora 1/32 chassis, and you've got something else again! The detail is just out of sight! And they've got full interiors too, and not just a common interior for all the shells, but one that is perfectly tailored to that particular shell. Amigo, if you buy a Lancer Lola, you get a Lola interior! *Muy Bueno!*

Just got a chance to ogle the new Rayline "Enthusiast Books" series. These are the most highly detailed, information-packed books I've seen yet. There are thirteen scheduled in the series, and the first four are ready now. To begin with, "The Art of Track Building" and "The Rayline Portfolio of Track Designs" have both been updated, with loads of photos, on slick-quality paper. If you want to build a home racing track, in either 1/32 or 1/24 scale, these are the books for you. One (the design book) shows you a dozen layouts, perfectly scaled, in 2, 3, and 4 lane designs, complete with a wiring diagram and bill of materials, and the other book shows you how to build a table and the actual track. The two newest books, "The Complete Book of Scratch Building" and "Motor Rewinding for Speed and Power" cover these two most vital areas of interest to the 1/32 and 1/24 racing buff. The scratch building book completely covers frame design, soldering, etc., with instructions for building the latest plate chassis. The rewinding book shows you everything about this mysterious field, and reduces it to simple terms. The books are priced at \$2.00 each. Available from Rayline Slot Racing Company, PO Box 1738, Thousand Oaks, Calif. 91360. Include 50¢ with the order for handling. They're great!

Don't get the idea that slot racing is all we'll be covering in the future. You've seen the last few issues, and have no doubt noted our new format. We'll be covering airplanes, trains, boats, rockets, radio control, slot and static cars, and anything else of interest. Watch for a new regular column on model rocketry, soon! This fantastic hobby has a tremendous following, and we've received hundreds of enthusiastic letters on the rocket article we ran a few months ago.

Me amigo, Ray Hoy, the Editor of MC&S, has received some hostile letters from wild-eyed readers, regarding our new format. It's amazing the impolite, sarcastic remarks a reader feels he can make in a letter, when he just plain wouldn't have the guts to say it to the guy's face, otherwise! Likewise, of course, Ray has received far more letters raving enthusiastically about the new format, so he just reads the "wise guy" mail and shrugs philosophically. It's impossible to please everybody.



# SPEED & TECH

By CHRIS CHAN



## LE MANS — SCALEWISE

Enduros are in! Out west the L.A. area raceways have all "flipped" over the long-lasting team events. Two such races ran their course at mammoth, six-track Revell Raceways in Westchester. The first was a two-man 3-hour event on the American Imperial course. Ron Kiyomura (subbing for a flu-ailing Glen Toma) and I teamed to win it with one of our two Dynamic chassied and bodied Harveys. This came after a one-in-a-million qualifying session in which both my car and its twin (qualified by Brian Tobin, who was paired with Billy Yee) clocked identical 6.53's!

The car Ron and I ran was actually the #2 team car with an Arco-equipped 65-#30 16D. It survived the entire three pounding hours with one right-hand braid, five left, one pair of Associated blue tires (originally 7/8", now 3/4"), and one Cox 29 tooth gear. Second went to Earl Bently-Bobby Levy with a plate chassis Lotus, third to the Ferrari featured in the November MCS, driven by Peter Hada and Wayne Bonner. Brian and Billy had endless problems, as did Dick Shima's plate-framed Harvey, but Brian's "Hood Can" did power the third place car.

The second was an open class 6-hour, three-man enduro held on the Revell Monaco. The open

class ruling made with a "lights off" period, produced a pretty weird looking Harvey for our team. The same car campaigned in the three hour. It looked very Sprite-like with its front lights sticking out of the nose, in addition to tail flashers in the trans. Despite the car's old age (many races, many crashes) we qualified third behind the Rich Warrington and Jeff Martinelli teams. As in the previous three hours, the hot qualifying time (Warrington's 7.89) was way off the record because of dirt and power drop. Glen Toma and Mike Levy (running with Jeff Martinelli and Milt Pippert) diced off the first 45 minute heat neck and neck, far out ahead of the pack. When I finished the second heat we had a twelve lap advantage over the second place car, but when Billy (replacing Ron) came to the middle of the third heat the Dynamic slowly began to unscrew itself. Jeff's squad never lost their lead past this point and eventually drew out to win. Warrington-K&G overcame early motor problems to storm by us as darkness fell and we resigned ourselves to third.

## LANCER LIGHTWEIGHTS

I've done a lot of testing with the latest .020" Lancer shells, with very pleasing results. The bodies pull so thin (.007" at places) that the scale fiend can run them unaltered and handle well too. The bodies, like other thin-skins, don't last very long and must be kept away from tire goops. Paint them only with Ulrich 410, thinned 50% to prevent curling upon paint shrinkage. An air brush is best. The latest in the Lancer line as a superb-looking Ford Mirage.

## SHOP TEAMS

A few raceways out here have decided to field full teams to run against each other and they have come up with some pretty quick drivers. The first of the really fast teams was Checkpoint, and they remain to be the only team capable of running with, and beating, the Pros. American Hobbies and

Matteson have the largest and most colorful squads. The bright red shirts of Americans drivers are worn by John Skeels, Brian Atherton, Don Peters, K. D. White, Marty Lazar, and shop owner Chuck Steele. Blue shirts identify the Matteson gang which sports such hot thumbs as Mike Levy, Jeff Martinelli, Don and Dan Ast, Chuck Allen, and Milt Pippert. Circle T is really just a re-outfitted Team Dynamic running for the raceway they most often hang out at. Rolling Hills also has a small team of competent drivers headed by Keith Tanaka and Roger Newell. It shouldn't take long before these teams and others begin clashing on a weekly basis and provide some real high speed competition for each other.

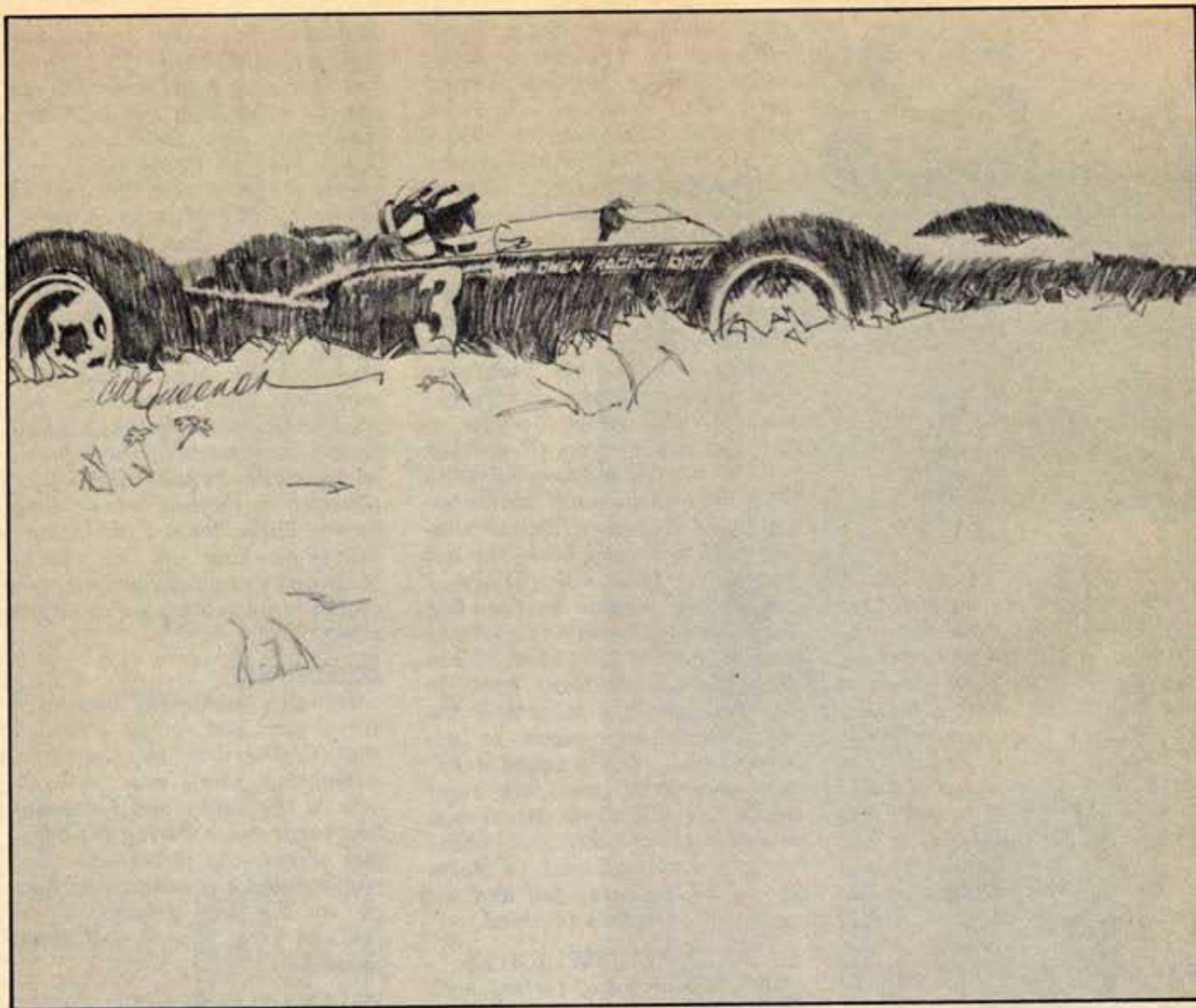
## BEGINNERS

Revell's successful beginner series gave slot racing a needed shot in the arm this summer. Attracting many new enthusiasts to the hobby and featuring no charge races during the summer weeks, the series was very popular and our congratulations go to the top drivers; John Walker, Vicki Howell, and Mark Savant.

## WHAT'S HAPPENING

Dynamic now has molds for the McLaren Mk. III, Sunoco Lola 3B, and Eagle T2g, and are ready to pull off some more handling bodies. A sano slimline Ferrari (Chris Amon) and Mk. 4 LeMans Ford have been roughed up. Lancer has a Lotus 49, Turbo Thing, and a brace of Can-Am cars in the back room for production with their new lightweight material. Rigen is still refining their set-screw wheel in both regular and mini style. Both prototypes are 5/8" and look sharp. Set-screws are the only way to go for enduros and to use unbendable axles. Dynamic is also testing a set-screw wheel. You can also look to Dynamic for a new concept in body mounting. Ron Mura is still waiting on his new magnets, so Arco 33's are still the only way to torque.





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## QUESTION SESSION

**Q** Where can I get a '33 Chevy truck? I think your articles are great. They have helped me very much.

ROBERT GREGG  
Elmont, N.Y.

**A** MPC makes a sharp '33 Chevy panel truck kit, but this is all you are going to find in the Chevy line, as no one makes a pickup truck kit. You could make a truck using the '33 panel and a model "A" pickup kit, or the AMT '34 Ford pickup truck would work, too. This project would take some time and effort but would be a one-of-a-kind model. But think of the satisfaction you'd get from building up this model!

**Q** Where can I locate the flat aluminum paint that you often mention in your fine magazine? I haven't seen it anywhere, and Auto World doesn't list it in their catalog. I would also be interested in any info you have on contests, as I haven't seen or heard about any of them for a long time. Do you know if AMT or Revell are planning to continue their excellent line of parts packs? They would be very useful with the current trend toward competition cars. I would like to know where I could find a 427 blown SOHC mill.

KEN DAVIS  
East Norwich, N.Y.

**A** I cannot understand why you are having trouble finding the flat aluminum paint

as it is a stock Pactra 'Namel color that comes in the 15¢ jars (15cc). Most hobby shops in my area stock this size of jar. Ask around and if nothing else, a shop can order it for you. I use the flat aluminum paint all the time. In fact, I could not be without it.

There isn't much I can tell you about model contests except that we have one each month in the magazine. You can find info about it elsewhere in this issue. The Revell contest, which was held in past years, has been discontinued, and I have no way of knowing about contests being held in various parts of the country. Locally, some hobby shops hold contests and the entrant is required to buy the kit there. Ask the shop owners about upcoming contests when you look for the aluminum paint.

I'm afraid those accessory packs of AMT's and Revell's are gone forever. They were very useful to the builder who liked to change things around a bit. Write the various companies, asking them to bring out some new parts kits. This lets them know what the modelers want. Now that SOHC engine would be perfect for the engine accessory packs but don't hold your breath. Many regular kits have this engine but most are fitted with injected engines. About the only blown SOHC Ford is in AMT's funny car kit of Don Nicholson's Cyclone.

**Q** After reading the July issue of MCS, I tried your idea of putting leaves on the Monkee Mobile. It was great. Now I would like to know how to put a camouflage paint job on another car. Can you help me by either doing another article or sending me some info? I would also like to know something about chopping a top down on a Model "T" Coupe body.

KENNETH FONDA  
East Dennis, Mass.

**A** I'm glad you liked my way-out Monkee Mobile. The best I can do for you on the camouflage job is to tell you a couple of ways to accomplish this effect. Pactra has many flat colors of paint available in

both spray cans and bottles that are for use on airplanes, tanks, ships, and wild paint jobs, too.

Spray the entire body the desired base color and while it is drying, tear a hole in a piece of paper about an inch in diameter so it is irregular in shape. Tear about three graduated-sized holes in separate pieces of paper. It will be up to you just how large or small you want the jagged splotches to be. Roll up some pieces of masking tape with the sticky side out, place them around the area that is to be sprayed. Now put the paper on the body, placing the torn hole according to your plan. Make sure the rolled tape holds the paper away from the body about 1/8th inch, so some of the paint will "fog" around the edges of the hole. Use the various sizes of holes around the body for the desired effect. If you find you have too much overspray (or fogging) you can rub off some of the fogging with toothpaste. I suggest that you try this technique on an old body to get the knack of it. You'll be less apt to mess up a good model if you practice first. You can brush on the camouflage areas. When they are completely dry, rub around the edges to get the effect of being fogged. Revell has a couple of paint sets of camouflaged colors in small jars that you might like to look at when selecting the paints.

The high top "T" coupe body is by the far the easiest body to do a chop job on. First decide how much you want to lower the top. Mark off the lower line even with the lower edge of the back window. To get the same line on the window posts, measure up from the belt line molding strip that runs around the car. From this line you can measure the amount you want to cut out of the top and mark this off above the first line. It is best to use a razor saw or one that has a stiff blade. This gives a good saw cut that is even on all the posts. After it is cut hold the two halves together to see if any filing must be done to get all the posts to fit exactly. Now all you have to do is glue the two together and file the joint smooth when it dries.



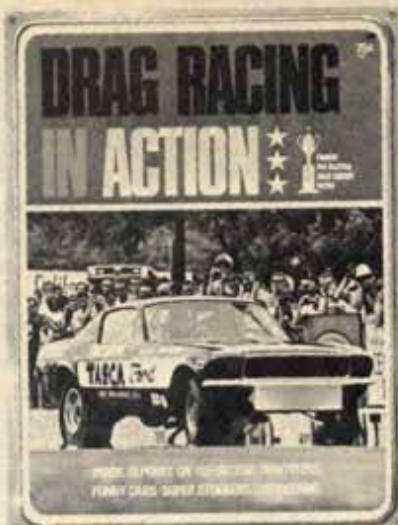
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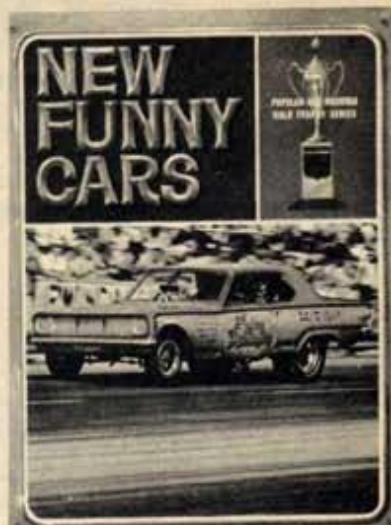
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